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The Hongkong Telegraph.

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FULL DETAILS OF KOCHOW PIRACY.

VESSEL BOARDED BY BOATLOADS OF ARMED MEN.

HOW CHIEF ENGINEER DIED

This week will stand out in the Colony's history as one of the worst periods in the long sequences of piratical attacks on the China coast. Scarcely had the public received the news of the attack on the China Merchants steamer the s.s. Hsinchi by the notorious Bias Bay gang when comes the news of the piracy of the Indo-China vessel, the s.s. Yatshing. Two piracies in a few days is distinctly unusual, but when a third outrage is added to the list before the week is out, then a new and most unpleasant record is set up.

With the attack on the Hongkong-Wuchow river steamer, the s.s. Kochow, the scene of pirate activity shifts to the West River, known to be a dangerous stronghold of freebooters. The outstanding feature of the attack on the Kochow is the brutal murder of the Chief Engineer, Mr. R. Black. He was deliberately shot in the head when reaching for his revolver. Not satisfied with murdering Mr. Black in cold blood, the pirates callously threw his body overboard.

Another feature of the piracy is the boast that those who organised it were also responsible for the attack on the Solviken and other vessels. The pirates travelled nearly a dozen times on the Kochow before making their attack, and spent \$10,000 in laying their plans. And yet they were rewarded with a meagre haul.

No estimate of the total booty has yet been made, but the cargo was not a valuable one, none of the passengers were wealthy, and the losses sustained by the officers, although serious to themselves, gives little cause for satisfaction to the pirates. How the Kochow was pirated is told below.

DETAILED STORY BY CAPTAIN.

The Kochow, which is on the run with the guards and officers the between Hongkong and Wuchow, pirates immediately set out to ransack here at five o'clock on Wednesday. She had about a hundred Chinese passengers on board and there was a change over of about fifty of these, when the steamer was taken over by the pirates. At Sam Shui. She left the latter was in his cabin, which adjoins port at 4.30 p.m., on Thursday, that of the Second Engineer when and the pirates made their attack he heard a noise and saw that about two and a half hours later. At the time of the attack there were two Indian guards on duty Yung, states that two men entered near the grilles. The other four, armed, they seized him and ing a meal in their cabin. Pirates drove him out of the cabin. Once suddenly appeared, covering the outside he was struck on the guards at the grille with revolvers chest and then seized by the and taking them by surprise throat.

They forced the Indians to open the grilles, this giving them free access to other parts of the steamer. The four guards in the deavour to rescue the unfortunate cabin were also covered by armed Second Engineer. Mr. Black went men, and had apparently no chance of giving warning.

Officers Surprised.
 At this time, the Captain, Mr. D. Morgan, and the Chief Officer, Mr. E. T. Evans, were in the mess room on the port side close to the bridge, awaiting their evening meal. A number of pirates presented themselves at the door and covered the officers with revolvers. Neither of the officers had the slightest opportunity of securing arms with which to turn the tables on the pirates. But evil-first objective of the gang after the officers had been covered was to discover the steamer's armament. They took possession of all the money to the dastardly act of the ship's arms, including six revolvers, six rifles and the officers' personal firearms.

One report states that a shot thrown about the floor in riotous was heard before the pirates made confusion. When a *Telegraph* reporter saw officers. This, it is presumed, was the cabin early this morning he the shot which killed the Chief saw further bloodstains outside Engineer, Mr. R. Black. the door, with a dried trickle of blood running to the waterways. The comrades, from the very mess room and as they passed first, was seized and long conver-through the door they saw Mr. Black lying nearby. He had been the shot in the head and was apparent-ly dead.

Imprisoned in Hold.
 Both Mr. Morgan and Mr. Evans were taken to the hold where they were imprisoned and placed under a strong guard. Owing to their confinement they have little know-ledge of subsequent events, but it is quite evident that after dealing

Passengers Kidnapped.
 The pirates not being able to locate the bullion took with them thirteen passengers as well as the ledge of subsequent events, but it is quite evident that after dealing

PARIS-BOURDEAUX DERAILMENT.

DELIBERATE ATTEMPT AT WRECKAGE.

THE DRIVER KILLED.

Tours, Sept. 2.
 The Paris-Bordeaux express was derailed at midnight near here. The driver was killed and the train badly wrecked. It is feared that more victims are buried under the debris.

Later.
 The Paris-Oreans Railway Company announce that none of the passengers on the train wrecked at Tours was injured.

Later.
 The belief is growing that there was a deliberate attempt to wreck the Bourdeaux express.

The rails had been loosened for a distance of 24 yards. The engine, tender and luggage van overturned. Four pullmans were left on the track. The line was torn up for 45 yards.

Sleeping passengers had a rude awakening, as the train was travelling at 50 miles an hour, but they escaped with merely a shaking.—*Reuter.*

SILTING OF THE HAIHO.

SHIPS CANNOT REACH TIENTSIN.

Tientsin, Sept. 2.
 The extraordinary silting up of the Haiho river has caused a serious situation for local shipping.

Messrs. Jardine's, the N.Y.K., and O.S.K., refuse to bring their ships to Tientsin, and are stopping at Tangku until conditions improve.

The Haiho Conservancy Commission have issued a statement that the silt is put out from the Yungtingho delta, and has reached a maximum of 5.5 per cent. by weight, which, with the silt dropped in March above Tientsin, is the immediate cause of the shoaling of the river bed, also the usual July freshets not being forthcoming from any of the tributaries.

The statement concludes: "The present state of the river is a temporary set-back, but as has constantly been exposed by the Haiho Conservancy Commission, the navigability of the Haiho is threatened so long as the Yungtingho is permitted to flow into the Haiho.—*Reuter.*"

LEAGUE RECOGNISES THE PRESS.

PROPERTY IN NEWS.

Geneva, Sept. 2.
 The League Council has passed a resolution approving the Press Conference report. It proposes to ask the Assembly to include in its budget the credit necessary for the enquiries and other work entailed by the Press Conference report.

Lord Burnham thanked the Council for the official League recognition of the Press as a national and international institution. Referring to property in news, he said he hoped a common rule of justice might be established by all nations.

Herr Stresemann, Sir Austen Chamberlain, and M. Paul Boncour, spoke appreciatively of the role of the Press.—*Reuter.*

RUSSIAN SHOT AT WARSAW.

DISPUTE WITH LEGATION OFFICIAL.

Warsaw, Sept. 2.
 A Russian emigrant called at the Russian Legation to seek information regarding a passport. An altercation arose with a minor official, whom the caller attacked with a knife. The official then drew his revolver and killed his assailant.

Political complications are not expected, as the incident occurred between Russians, on Soviet territory.—*Reuter.*

TRAGEDY FEARED.

ATLANTIC FLIERS MISSING.

NO NEWS OF "ST. RAPHAEL."

St. John, Newfoundland, Sept. 2.
 At 8.30 this morning nothing had been seen or heard of the "St. Raphael."—*Reuter's American Service.*

Later.
 The "St. Raphael" left England for Canada with Colonel Minchin, Captain Hamilton, and Princess Lowenstein-Wertheim, last Wednesday morning.]

Bad Weather Reported.

London, Sept. 2.
 There is still no news of Colonel Minchin, Captain Hamilton, and Princess Lowenstein-Wertheim, who set out from Upavon, England, on Wednesday morning, to fly to Canada in the "Saint Raphael" monoplane.

The Canadian Marine Department states that the whole Canadian coast, as far as 300 miles north of Belle Isle, has been combed, but all radio stations have reported absolutely no word of the "Saint Raphael." It is considered more likely now that the machine has been compelled to descend in the Atlantic.

The weather in the Atlantic has undergone a decided change for the worse in the last 24 hours. Almost exactly in the middle of the Atlantic, and in the northern area through which the "Saint Raphael" would attempt to fly, there developed to-day a very marked centre of bad weather. This would mean that for an area of at least 600 miles on the probable route, strong winds were blowing, with cloud and rain. In a rough sea the collapsible boat which the "Saint Raphael" carried would be launched with difficulty, and could probably be kept afloat only with great skill and effort.

In the western part of the Atlantic, and off the coast of Newfoundland, the weather has slightly improved, owing to the disappearance of fog, so that the "Saint Raphael" got a good start. The chances of the being picked up are better than if it had to come down towards the middle. Nearer Newfoundland, there are chances also of being observed and picked up by fishing boats, many of which do not carry wireless, so that several days might pass without news reaching England.

It is recalled that when the Englishman, Hawker, and his companion, Grievie, were picked up in the Atlantic in 1919, by a steamer without wireless, it was a week before news of their safety was announced.—*British Wireless.*

ANOTHER LONG HOP ATTEMPTED.

MEXICAN FLIERS EFFORT.

El Paso, Texas, Sept. 2.
 Lieutenant Carranza, of the Mexican Field Army, has hopped off from Mexico City on a 2,222 miles flight to Juarez. The flight is most hazardous, owing to vast stretches of mountainous and desert country to be traversed.—*Reuter's American Service.*

ARGENTINE FACTORY DISASTER.

Buenos Aires, Sept. 2.
 At least 11 persons were killed in an explosion in a fireworks factory, which was completely destroyed.—*Reuter's American Service.*

FRENCH PREMIER FOR GENEVA.

Paris, Sept. 2.
 M. Briand has left for Geneva.—*Reuter.*

TO-DAY.

Dollar on demand 1/11 7/16
 Lighting-up 6.40 p.m.

CANADIAN FLIGHTS FAIL.

BOTH MACHINES FORCED DOWN.

HOPE TO RESUME LATER.

New York, Sept. 2.

The aeroplanes "Sir John Carling" and "Royal Windsor" were both forced to descend, the former near Washburn, Maine, and the latter at St. John's, Quebec. Fog stopped the "Sir John Carling" while a wing of the "Royal Windsor" caught fire.—*Reuter's American Service.*

[Both the above machines were flying to England from Canada.]

London, Sept. 2.
 Two attempts to fly the Atlantic have failed.

Lieutenant Schiller and Mr. Wood, who set off from Windsor, Ontario for Windsor, England, had to land at Saint John's, Quebec, owing to a wing of their machine catching fire.

Tully and Medcalf, who were trying to fly from London, Ontario, to London, England, were forced down by fog near Caribou, in Maine. They however hope to resume later.—*British Wireless.*

ENGLISH GIRLS NOW TALLER.

INCREASE OF TWO INCHES SHOWN.

London, Sept. 2.

That the English girl is growing taller, was the interesting statement made to-day to the Anthropology Section of the British Association by Mr. Parsons, Professor of Anatomy at London University.

He said that twenty years ago he measured the height of 150 students of the School of Medicine for Women, and found their average to be 5 feet, 3 inches.

Ten years later, their successors at the school had put up a height average by more than an inch. This year, he had measured 160 nurses and massage students at Saint Thomas' Hospital, and their average height was 5 feet, 4 9/10 inches.

In twenty years, therefore, there has been a gain in average height of practically two inches.

In regard to men, Mr. Parsons said that for the past twenty years, his students at Saint Thomas' Hospital had maintained an average height of 5 feet, 9 inches.—*British Wireless.*

AN EXCHEQUER WINDFALL.

SIR ROBERT JARDINE'S HUGE ESTATE.

London, Sept. 2.
 Sir Robert Buchanan Jardine left estate valued at £1,831,000.—*Reuter.*

Also Property Abroad.

London, Sept. 2.
 The estate of the late Sir Robert Jardine, head of the China trading firm of Jardine, Matheson, and Company, has been valued for probate £1,831,479.

It is understood that, in addition, Sir Robert Jardine owned important estates abroad.—*British Wireless.*

WORLD FLIGHT PROGRESS.

ARRIVAL AT ALEPPO.

Constantinople, Sept. 2.
 The *Pride of Detroit* has left for Aleppo.—*Reuter.*

Bagdad, Sept. 2.
 The "Pride of Detroit" has arrived here.—*Reuter.*
 [It will be recalled that previous messages reported that the "Pride of Detroit," on which the American airmen Brock and Schlee are flying round the world, had been held up two days at Constantinople by delayed Turkish formalities.]

Bulls and Inners

From the Office Butts.

According to *Reuter*, the Chinese football team at the Far Eastern Olympiad beat Palestine by 7 to nil. This appears to be a case of Jewdiciously stretched geography.

A stray bat from the belfry! What about equipping horn-rimmed spectacles with typhoon shutters?

The names of several Peak residents were unfortunately dragged in the mud when the Barker Road address board blew down.

We felt really sorry for the young griffin who, during a game of bridge, offered to take his hostess's hand for a little while.

Some people are never satisfied. We met a man during the week, who, having had his roof blown off during the typhoon, was trying to raise the wind to have it put back again!

"Very few men take a real interest in the East" complained a back-from-China speaker in London recently. Moneylenders were probably the exception.

An American newspaper states that women there are to hold a "gas-less day" as a protest against high gas rates. Wonder how they would protest against exorbitant dressmaking charges?

Last Tuesday lost of people had a simply dripping time.

McWhirter, he says, after looking at what used to be the "Wee Yin," that knock-knees were at one time a misfortune. Now it is apparently a dance.

Sir Thomas Lipton's bills in connection with the American yacht races must be a series of stern sheets.

In prohibition America, there are more buyers than cellars.

If the West brought the saxophone to China, she has retaliated, by giving Tom Mann the Chinese version of the *Internationale*.

Lord Cecil's gesture to the rest of the Cabinet seems to have been an entirely disarming one.

The Colony's accumulated problems constitute a huge load, but we can budget.

Some of these spare-time policemen appear to keep a great deal in reserve.

According to a local advertisement, a complete cure was effected by taking somebody's patent tables. Three chairs!

Nuthall tennis players can be champions.

There were some dogged arguments at the Legislative Council Meeting when they discussed muzzling.

The local fishing season opened on Thursday, which means that one or two poor fish will be sitting on the bank at Kowloon reservoir tonight.

Y.M.C.A.—You Musn't Criticise Anything.

It is not true that the Traffic Department proposes to paint all red triangles blue in the interest of public moral welfare.

"Dosing Again. Three Oil Lighters Detained" says the *China Mail*. Must have been asleep on the deep!

McWhirter says this bad teeth and insanity business is nothing new. Burns was once mad with toothache.

According to entertainment announcements, there is at least one British warship due for a happy Despatch shortly.

If the City Hall officials would adopt the piratical profession for a few months, the Navy might demobilise it free of charge.

These pirates must be convinced that the wheel of fortune has a distinct bias in their favour.

A Bolshevik was arrested in London with £100 in his boots. One way of putting his foot down on capital.

A Birmingham woman has been fined for knocking a policeman down, biting another, and damaging a letter box. She might have been training for a Peaks tram boarding course.

We suppose the reason why the Southerners destroy the temples is because they can't trust anybody with the collection plate.

Nice people are never "broke"—merely financially embarrassed.

One good result of the P.W.D. being short of money, is that the road opening contests are now temporarily suspended.

Local cats are about due for their annual transformation into "Number One Fox."

Japanese troops are Nippon away from Shantung.

It is announced that Southern soldiers have joined neighbouring bandits. An excellent example of a distinction without a difference.

The detention of beer at Shanghai has put local Frothblowers in a ferment.

The Kowloon Clock Tower having lost face during the typhoon, it is suggested that the Railway should take passengers on tick.

It is proposed that, owing to snakes having been seen at Repulse Bay, the bryns thereof should henceforth be known as the Serpentine.

We do not expect however, that the above suggestion will really cut any ice.

If it is true that flappers lack backbone, we noticed one bathing the other day who must have been old-fashioned.

Judging from the odour of the correspondence against the Y. M. C. A. somebody was trying to draw a red herring across the red triangle.

A Sydney man drove a car through a shop window at forty miles per hour. It cost him quite a lot for his pains.

A London newspaper has been trying to decide "Why married men leave home." From local observation we should say it's because they hate to stay there alone.

Economy Note: To remove spots from clothes, cut them out with scissors.

Geographical Note: Hongkong is a place you go on leave from when you're nearly dead, and the place you return to when you're dead-broke!

Educationists in various countries are taking steps to eliminate from schoolbooks false information on the war. If this were done for previous wars one might find out what happened at Bannockburn.

Marriages are made in Heaven, but the best matches still come from Sweden.

In Mauritius the islanders are distilling molasses to get fuel for their motors. This should give them a sweet running motor.

The London doctor who advocates washing dishes as a cure for neurasthenia would die a beggar if he lived in Hongkong.

George Bernard Shaw has looked up English dialects and says there are 42,767,500 of them. This, however, does not count the one used by the Scotsman in our club.

If cinema salaries continue to be cut, where are some of these stars going to find the money for divorces?

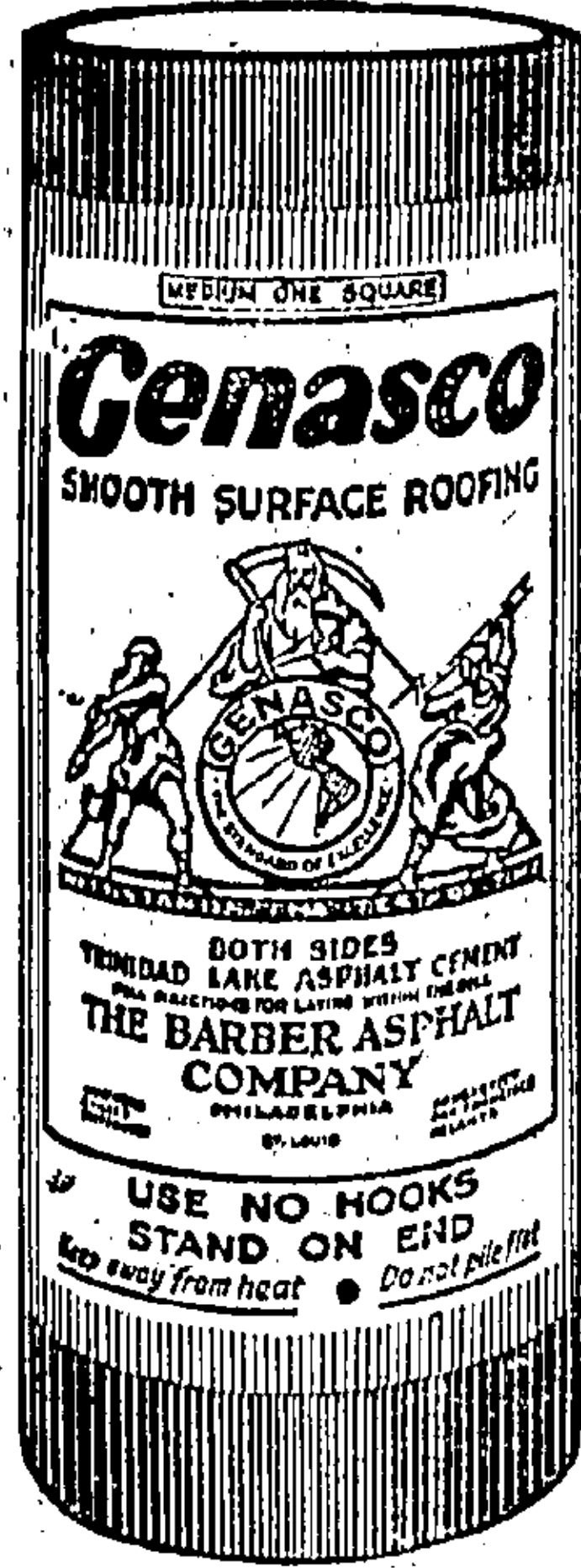
The China war prophets, we understand, are now reduced to selling pennants.

Lindbergh's medals are to be placed on exhibit in St. Louis. We didn't know they had that big a hall down there.

Note for local Rip Van Winkles: From an ad. in the *Post* Theatre, Opening night, September 18th, 1927. Make a note of the date and book your seats early.

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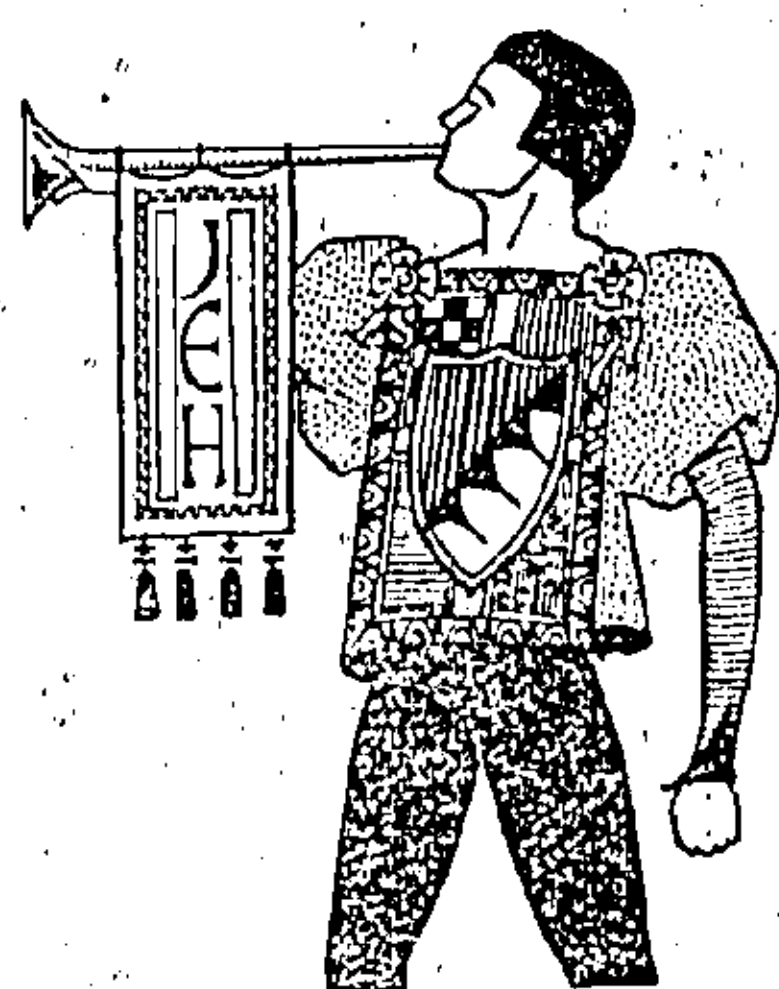
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MR. F. B. RILEY.

TRIBUTE TO MISSING— CORRESPONDENT.

Mr. Kenneth P. Kirkwood, M.A. (Instructor in Modern History, Fellow in Public Law, Columbia University, New York) writes to the Times:

May I say that Mr. F. B. Riley, your Special Correspondent in China, who has recently been reported missing, is in my opinion a man whom your paper, and the world in general, can ill afford to lose? I have known him intimately, and I consider him one of the most able and talented men, and one of the most brilliant students of international politics I know.

I have been privileged to be his rooming neighbour at International House in New York during the past year. We had much in common, both of us being of an age, both being from the Dominions (he is Australian; I am Canadian); both having been through the war (he was a prisoner of war in Germany most of the time); both holding Oxford degrees; both of us having spent some years in the Near East (he was in the Government educational service in Iraq for five years, during Iraq's infant years as a State; I was instructor in history at a college in Smyrna, Turkey, during the first years of the Republic); both of us having had journalistic experience as foreign correspondents (incidentally and coincidentally one month last winter I had contributed an article to *Foreign Affairs*, London, while he had contributed a brilliant article—not yet published, I think—to *Foreign Affairs*, U.S.A.); both of us were close students of international relations. With these common bonds we were naturally close friends and discussed many problems together. I remember how keen Riley was to be sent to India for *The Times*, where he felt that the reforms of 1920 would have a far-reaching significance and therefore a fascinating interest to him. But when he was sent to China he was greatly thrilled, and most of us who knew him shared his eagerness, recognizing his own good fortune and the excellence of the choice from his paper's point of view.

Destined for India.

I must say that in our International House—a student hostel accommodating 500 foreign students of as diverse race, nationality, and prejudices as the Assembly of the League—Riley was esteemed by every one, and he had an influence for moderation and fairness, and reason over the most prejudiced and bitter students. Even the Indians, despite their unconcealed animosity towards Great Britain, and therefore towards many of the Britishers in the House, all had a big admiration and esteem, almost a love, for Riley. Both of us were active in organizing and carrying on the international relations discussion group among the students of the House; and Riley was always the most helpful and active and enthusiastic in the committees and the meetings.

His historical and political knowledge was, in my opinion, exceptional; and his insight into the more remote significance and the less visible connections and interrelations of current events was always an amazement to me. I used to gasp sometimes at his remarkable conclusions and connections until he explained step by step the connecting links in his inductions.

I cannot believe that anything more serious has befallen him than merely to have got out of contact with his base for the time being.

He is a man who would not be foolishly incontinent; one who generally would win the confidence of the Chinese (other than brigands), as he did that of the Arabs of Iraq; and one of whom it seems almost unthinkable that he would incur Chinese anger.

I do not doubt that you are doing everything possible within your power to have the authorities in China search for him; he is, I feel, a man with as much greatness as

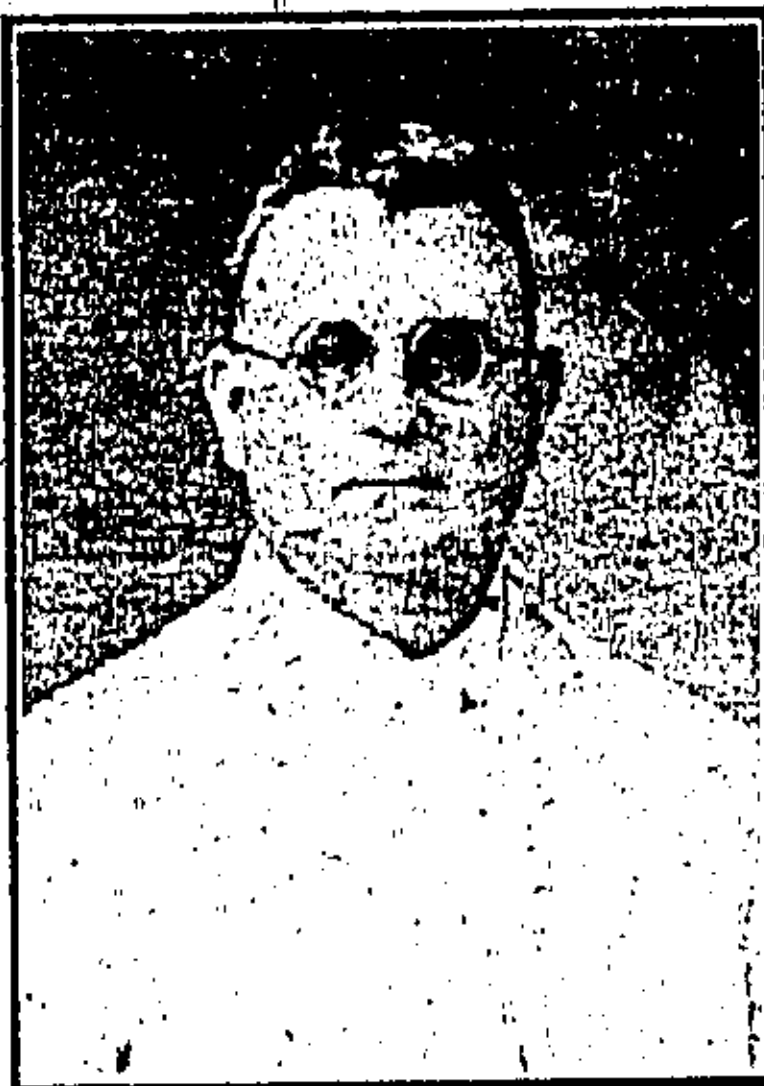
LEAVING HONGKONG.

TWO OLD RESIDENTS GOING HOME.

MR. AND MRS. FOTHERGILL.

A connexion with the Colony extending over a period of 25 years will be broken to-day with departure, on retirement, on board the s.s. *Morea* for home, of Mr. and Mrs. A. Fothergill, of Torres Buildings, Kowloon. Mr. Fothergill has for many years been associated with the Standard Oil Company in Hongkong. Born at Penarth, Cardiff, Mr. Fothergill was trained as a master mariner. He first made his acquaintance with the China coast in July 1894, when he was the skipper of the *Quantock*, sailing to Japan with steel rails. He afterwards made frequent trips on the *Asama*, and eventually, in 1902, he joined Messrs. Butterfield and Swire in Hongkong. He served for four years on a number of C.N.C. ships, after which he joined the Standard Oil Company.

He was for six years in charge of the company's plant at Swatow, after which he returned to the Colony, and has been with the Hongkong staff ever since.



During the war, Mr. Fothergill served with the Police Reserve, and can claim the distinction of being one of the original members. He joined on Feb. 19, 1915 as a P. C. and when the Reserve was disbanded in 1919, he left with the rank of Inspector. He is the possessor of a service medal.

Mrs. Fothergill was also closely associated with war work in connexion with which various local societies were formed, for which she worked unselfishly and unsparingly.

A short time ago Mr. Fothergill was presented with a suitably inscribed gold watch by Mr. P. W. Parker, the General Manager of the Hongkong office of the company, on behalf of the Sany staff, as a token of their respect and esteem on his retirement.

Of a genial and hearty disposition, Mr. Fothergill has many friends here, and he and his wife, (who of late has not been in the best of health) will be missed by many.

Prior to joining their two children at home, Mr. and Mrs. Fothergill will make a stay in the South of France for the benefit of Mrs. Fothergill's health.

The best wishes of their many friends will go with them in their retirement.

PEACE SOCIETY.

M. BRIAND TO ADDRESS WORLD CONFERENCE.

Washington, Sept. 2. The headquarters of the Peace Society has announced that M. Briand will address the world conference on international justice which will be held at Cleveland in May, 1928.—*Reuter's American Service.*

the late Willard Straight, the American.

I write this merely out of my feeling of admiration and friendship for Riley, and because I know that you too fully appreciated, and continue to recognize, his unusual merits.

CHAI WAN MURDER.

STORY OF DEFENDANTS' ARREST.

The trial of the two Chinese charged with the murder of Mrs. Mackay was continued before Mr. R.E. Lindsell yesterday afternoon.

The first witness called was a foki of the Wing On Company. He said that he recognised the photo of Mrs. Mackay as being one of the customers of the Ladies' Department.

On August 5 or 6 witness said that a lady made a purchase of \$1.35 for which she was given a five cents credit coupon.

Addressing the defendants at the end of this witness' evidence Mr. Lindsell said: "This evidence goes to support the probability that the deceased had the yellow coupon on her person at the time she met her death. The yellow coupon was picked up on the track."

Mr. Henry Campbell Bain, an engineer on the *Morea*, said that about a year ago, Mrs. Mackay had been to his ship and he remembered that on that occasion the deceased had shown him two Hongkong notes which she cut in halves with a pair of scissors in his presence.

Witness in reply to the Magistrate explained that deceased did that because she said at the time that the notes were forged. In answer to Mr. Whyte-Smith, witness said he could not say if the notes were Hongkong \$1 notes or not.

Fish Blood.

Lam Kwan, a Chinese detective ranked as a sergeant was next called by the prosecution. He said that as a consequence of information received by the police a watch was set on No. 21 Kam Wah Street, Shauiwan. He was close by the house with a Chinese constable at about six o'clock on August 6. On the ground floor four persons were engaged in playing *Tin Kau* (dominoes) and the two defendants were pointed out to him. He left the constable to watch the house whilst he returned to the Police Station to fetch more assistance. He returned to No. 21 in about ten minutes with a European lance-sergeant.

The two defendants were arrested and taken to the Shauiwan Police Station. When there, a Chinese constable searched the first defendant on whose person was found half of a forged \$1 note. The European Sergeant who had assisted in the arrest stared at certain marks on the first defendant's clothing, whereupon the first defendant volunteered the information that the marks were fish blood.

The case was adjourned.

OBITUARY.

DEATH OF WELL-KNOWN KOWLOON LADY.

Many friends and acquaintances in Kowloon, and particularly among the Dock residents, will receive with great regret news of the death of Mrs. Christina Spence Macaskill, the wife of Mr. K. R. Macaskill, of the Hongkong and Whampoa Dock, which occurred at the French Hospital at Causeway Bay at 1 p.m. yesterday.

Mrs. Macaskill was well-known in Kowloon where she has resided for a number of years. She took a keen interest in functions at Kowloon Dock and was frequently present at cricket matches on the ground of the Kowloon Cricket Club, of which her husband has been a prominent playing member for many years. Much sympathy will be extended to the husband in her bereavement.

The funeral takes place at Happy Valley this afternoon passing the monument at 5 p.m.

FRENCH REPORT.

BLUE BIRD LEAVES PARIS FOR NEW YORK.

Paris, Sept. 2. The aviator Givon Deorbu, on the *Oiseau Bleu*, (Bluebird) left at 6.30 on a flight to New York.—*Havas.*

Paris, Sept. 2. The Farman-Goliath biplane piloted by Givon and Corbu has started for New York.—*Reuter.*

Givon's biplane which is named Bluebird has 450 horse power Lorraine-Dietrich engines. The aviators wear life-saving belts fitted with special pockets to hold provisions, also a pneumatic raft. The petrol tanks hold over 2,000 gallons, sufficient to fly 50 to 60 miles an hour on a radius of from 7,200 to 7,800 kilometres. The tanks can be emptied while in the air so as to act as floats if they are forced down at sea. Both are experienced military pilots.—*Reuter.*

Paris, Sept. 2. The Bluebird has been forced to land owing to fog.—*Reuter.*

Paris, Sept. 2. Givon's biplane, the Bluebird, has returned to Le Bourget. It circled the aerodrome and emptied its petrol tanks and then landed.—*Reuter.*

THE PARANDJA.

ATTEMPT TO MOVE CAUSES OF RIOT IN RUSSIA.

Moscow, Sept. 2. The court of the Chusta, district of Ferbana, is the scene of the trial of a number of clergy and rich peasants on the charge of actively resisting the Soviet authorities in their endeavours to make women remove the parandja (veil) from their faces. Two men have been convicted of the murder of a militiaman and sentenced to be shot. Ten others have been sentenced to five years' imprisonment.

According to the Tass agency Abbas Maksumov, the head of the Chusta clergy, convened a secret meeting of Mullahs and rich peasants, who decided to appeal to the poor peasants urging that for the "wife to take off the parandja was illegal and the wife and husband allowing such a disgrace were infidels."

Partisans of the clergy attempted to wreck the building of the local Executive Committee. A militiaman guarding the premises, and two Muslims were killed in the affray. Maksumov and two confederates escaped.—*Reuter.*

BRITISH SCULPTOR.

MR. FRANK LYNN-JENKINS.

New York, Sept. 2. The death is announced of Mr. Frank Lynn-Jenkins.—*Reuter's American Service.*

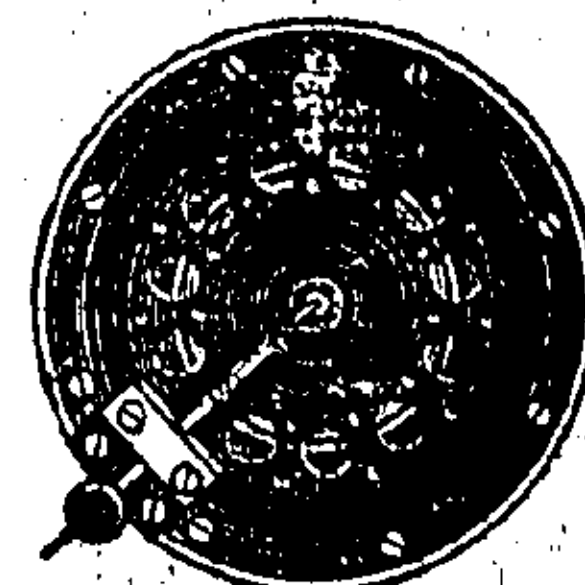
(Mr. Frank Lynn-Jenkins was a sculptor, and H. M. Examiner for the Board of Education. He was born at Torquay, 1870 and educated at Weston College. He was also a student at the Royal Academy. He has won several prizes and medals. He has exhibited at the Royal Academy, the Paris Salon and numerous International Exhibitions. He was a member of the Art Workers' Guild and the Royal Society of British Sculptors, being one of the founders of the latter.)

THE FLOW OF LIQUOR.

A LEAKAGE ACROSS THE CANADIAN BORDER.

Washington, Sept. 2. Stringent measures are being taken to check the flow of liquor across the Canadian border. Thirty additional prohibition agents are being sent to Detroit, while the border patrol between Erie and Toledo is being substantially strengthened.—*Reuter's American Service.*

SOMETHING NEW!



THE Symphonic PHONOGRAPH REPRODUCER

Will Make Your Old Gramophone Play Like the New Ones! Now on the Market.

Price \$16.00, Take One Home and Try. Your Money Back if not Satisfied!

at

TSANG FOOK PIANO COMPANY.

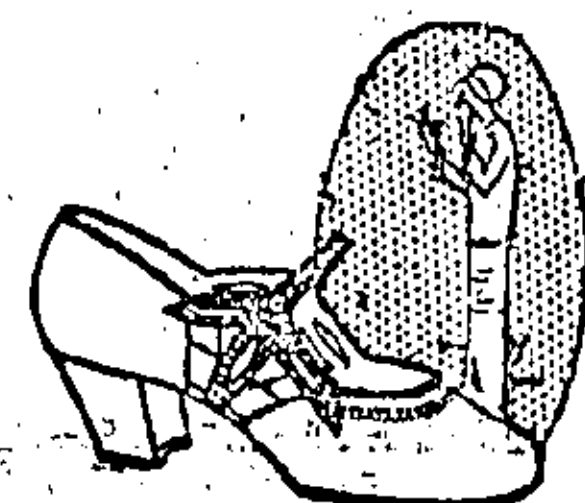
8, Des Vœux Road Central
(Entrance Joe House Street.)
Telephone C. 4649.

Established 1912.
THE

ROYAL

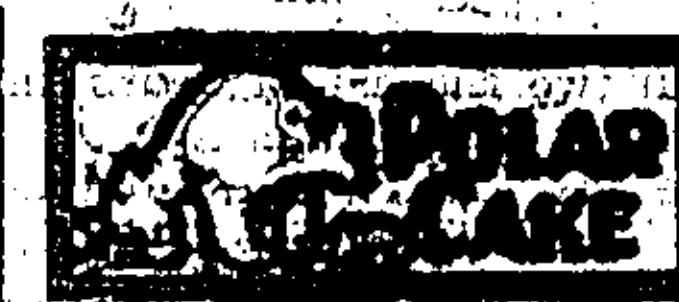
SHOE STORE.

Ladies' Dancing and Walking Shoes.
also Lizard Skin Shoes



MADE TO ORDER
Expert Fit and Good Workmanship.

No. 1, D'Aguilar Street.
Opposite Yee Sang Fat Co.
Telephone Central 3237.



IT'S QUALITY
THAT COUNTS

MRS. J. CRAWFORD.

EXPERT MASSAGE.

14, Queen's Road C., 1st floor.

HERATA AND MENI.

MASSAGE, CHIROPY, and MANICURE.

2nd Floor.

Yee Sang Fat Building.

Queen's Road Central.

SALESMAN \$AM

True Enough

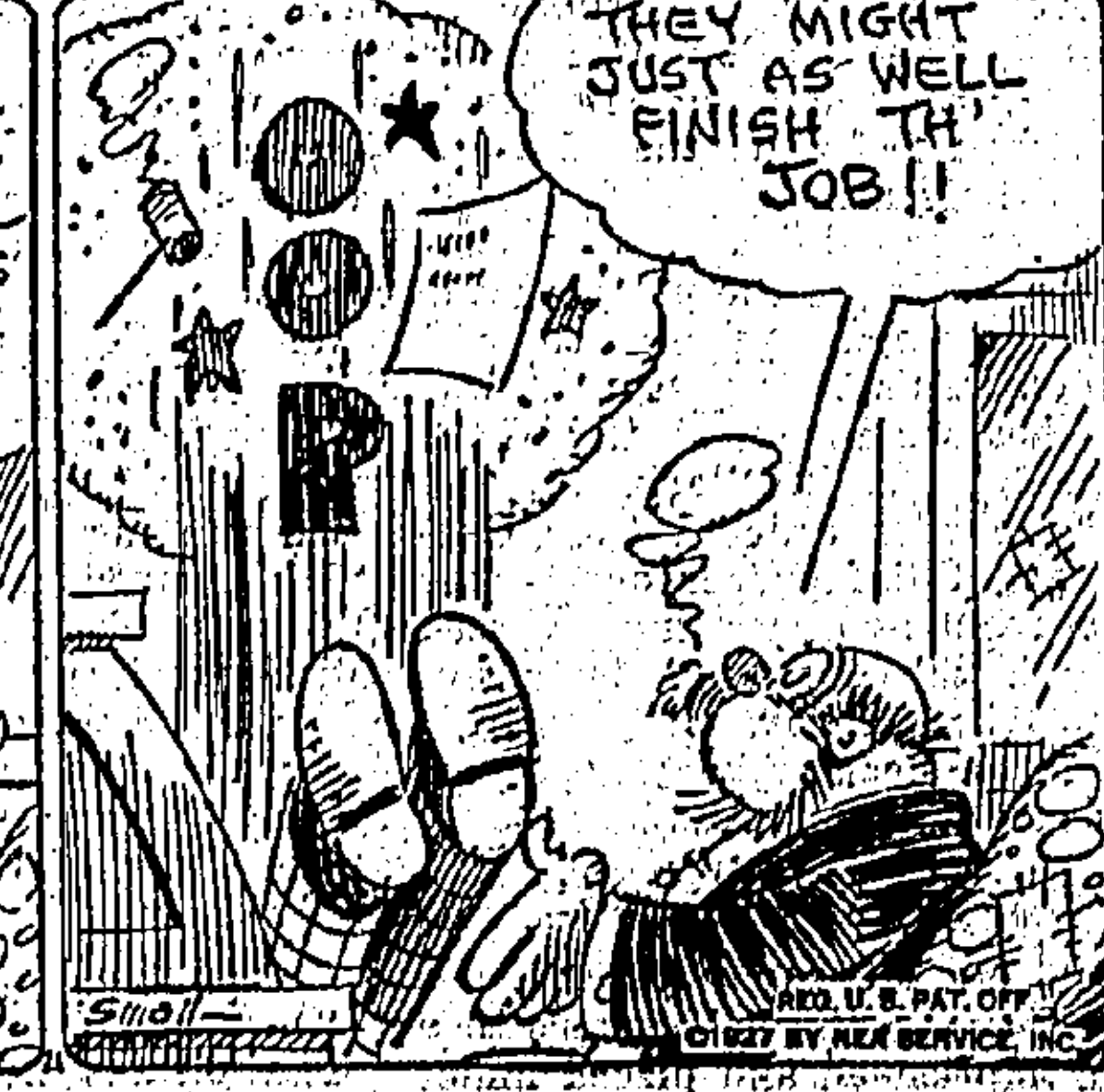
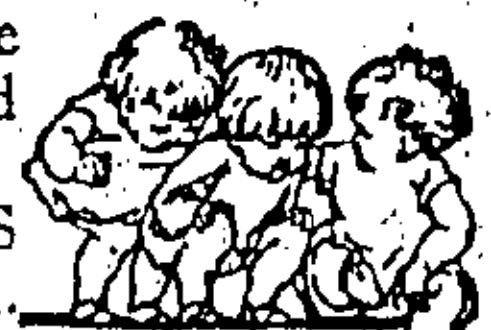
By Small

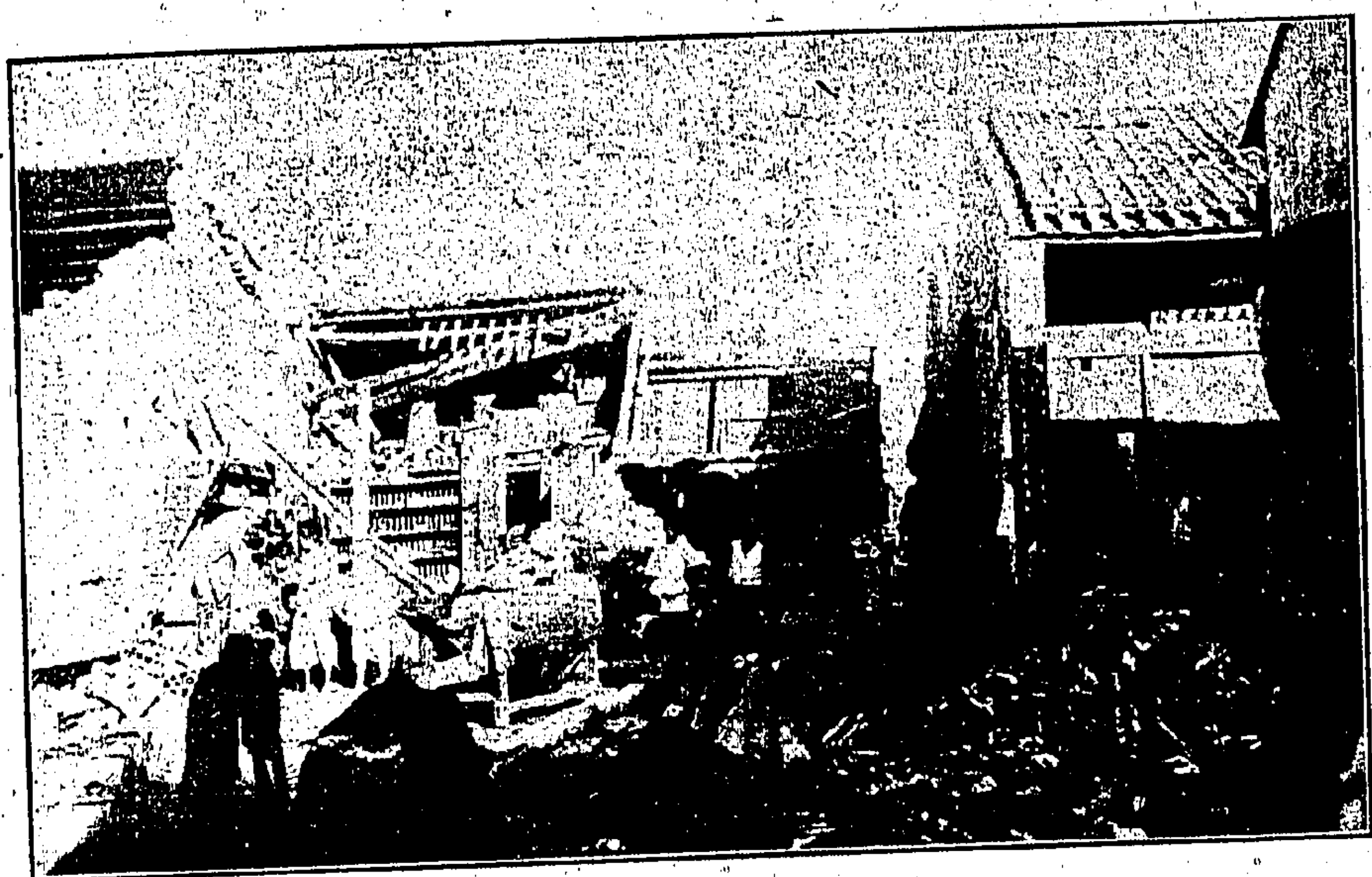


Heat or cold—

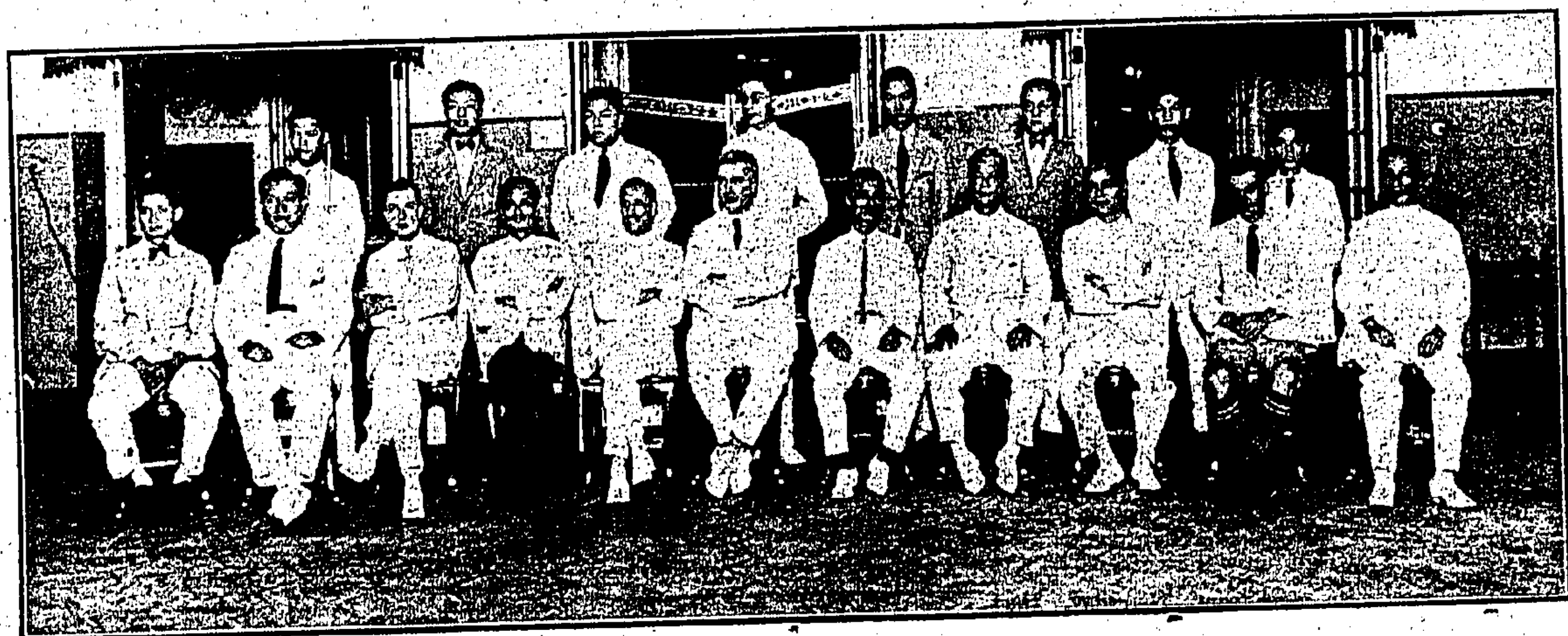
they need
"SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

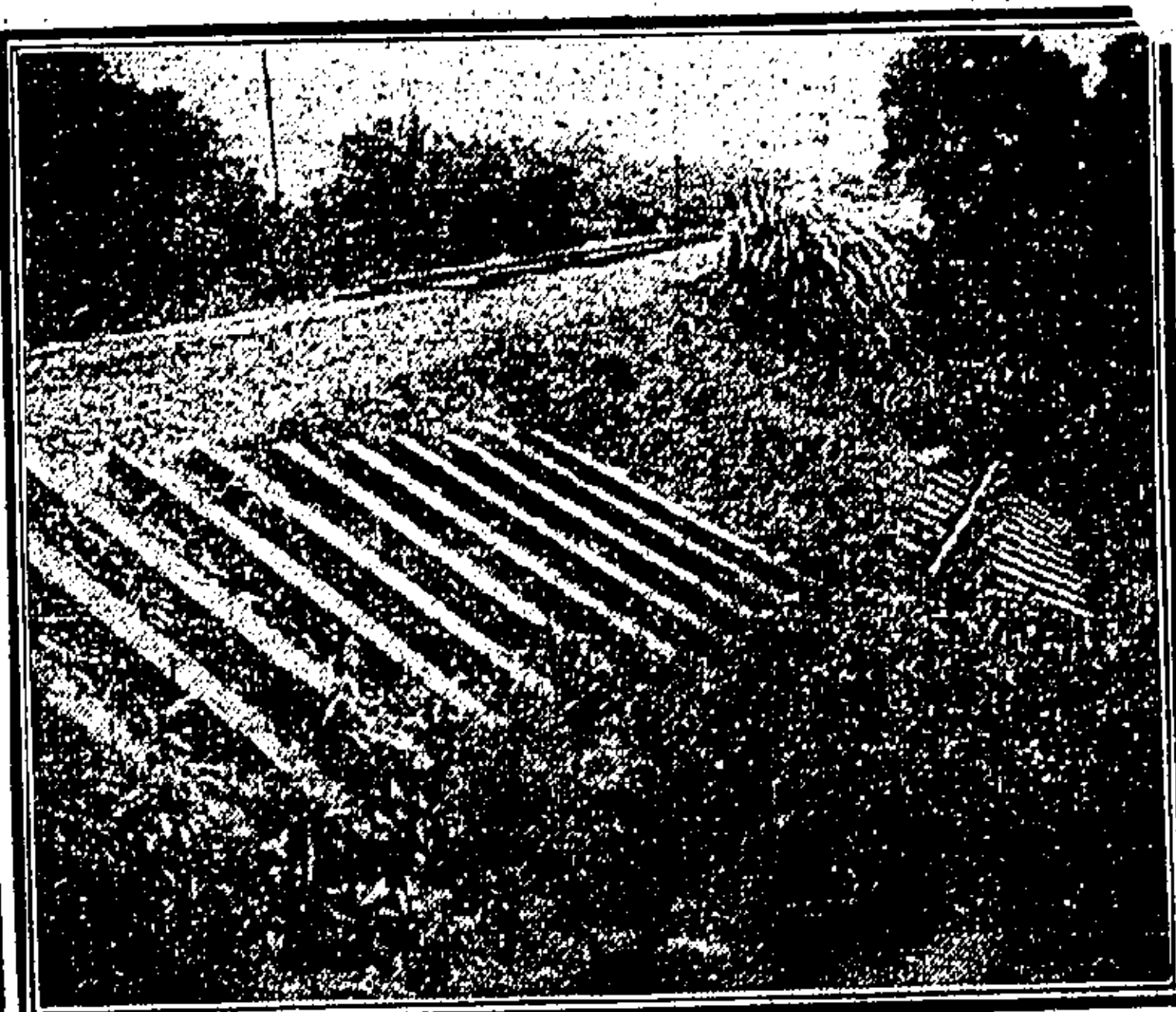
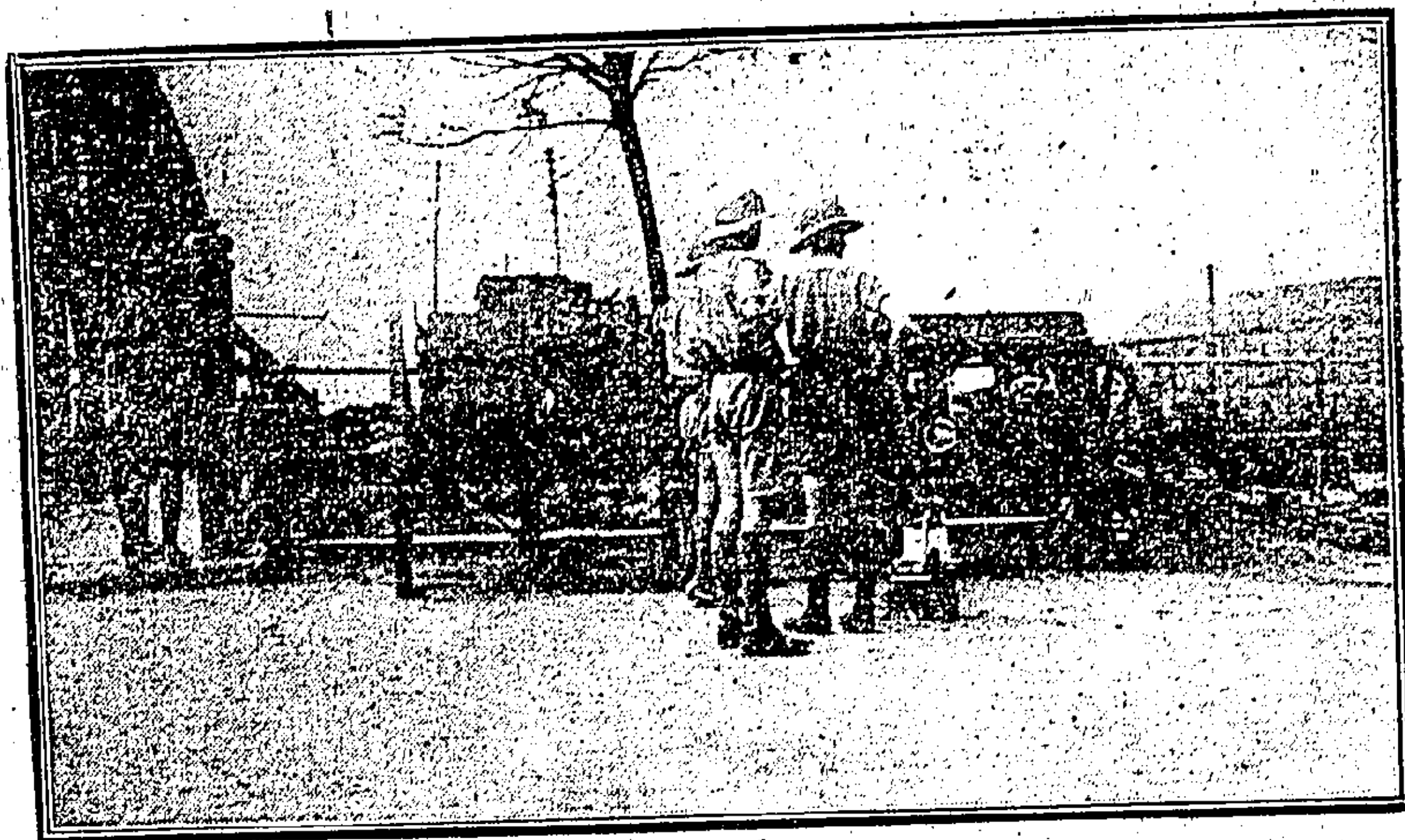




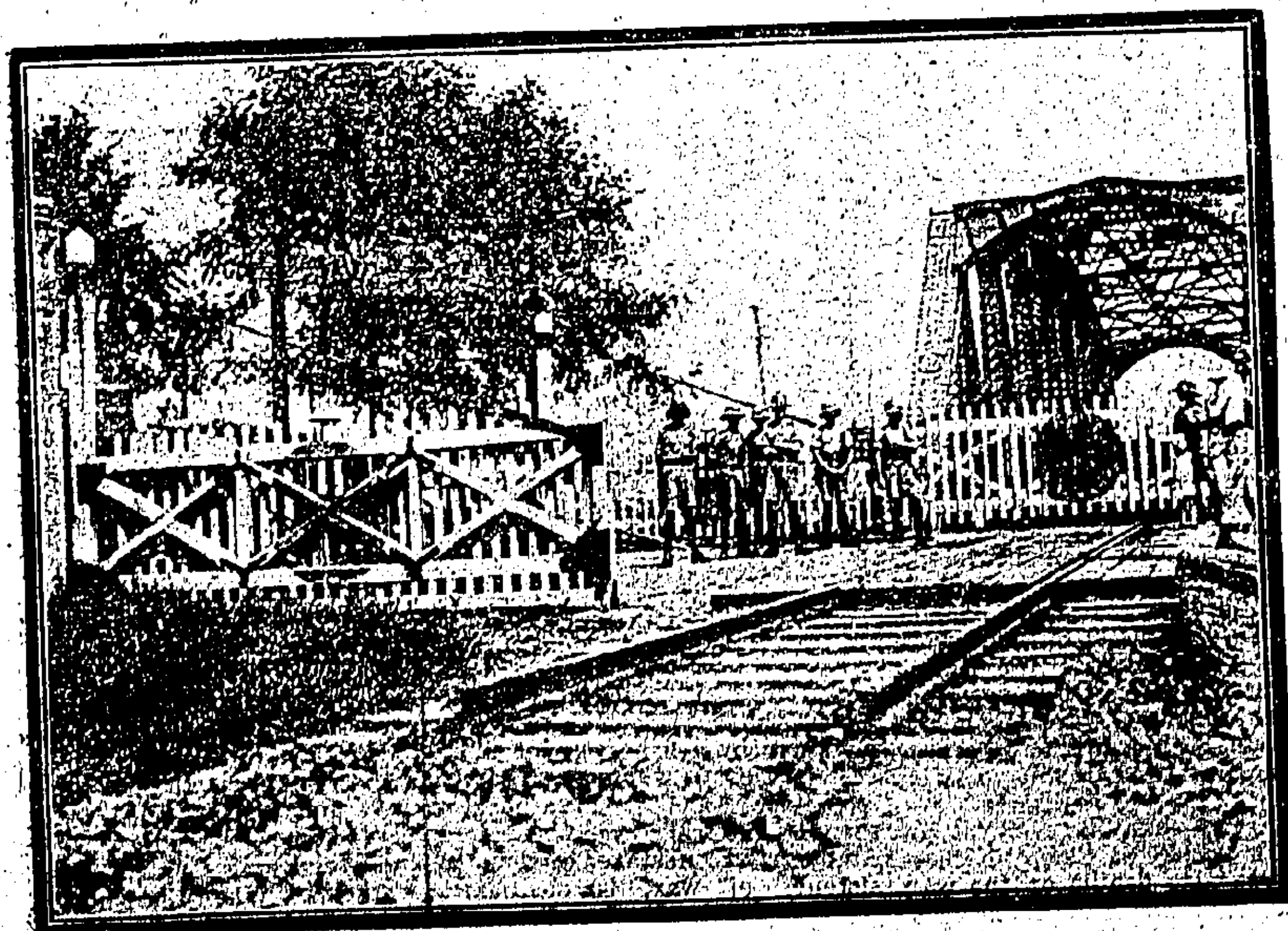
The above two pictures give a vivid idea of the great damage caused at Tai-O on Lantau during the recent typhoon. They show the Boys' R. C. School and the Girls' R. C. School together with some shops which were demolished. (Pictures by courtesy of Father R. S. Brookes).



An Old Boys' Dinner was held at Taihoku, the capital of Formosa, recently, when the Headmaster of the Diocesan Boys' School, Hong-kong, paid a visit to that island. In the above picture are seen ten Old Boys, six scholars, the Headmaster (the Rev. W. T. Featherstone) and two relations of boys at the school.



The picture on the left shows a British Field gun in position North of Shanghai, of Jessfield Road at the bridge spanning Soochow Creek and the picture on the right shows the section of the railway which was taken up but which was later replaced because of the return of the aeroplane.



A portion of the railway which was taken up by British troops at Shanghai recently. A guard was maintained, and a machine gun was put into position here.



A snapshot taken recently at the Railway Bridge at Jessfield, Shanghai, showing passers being subjected to search before being allowed to proceed on their way.

"Viyella"

HALE HOSE

White in 3 weights
\$1.50. \$1.75.
Khaki, Plain or Ribbed
\$1.50. \$1.75.



STOCKINGS

White, Ribbed with
plain tops \$3.00.
Khaki, Ribbed with
plain tops. \$3.00.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH
& Co., Ltd.

MEN'S WEAR SPECIALISTS.
Alexandra Building. Des Voeux Road.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper. Artistic finishes in Bronze, Antique Copper, and Oxidized Silver. Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.
ELECTRICAL ENGINEERS,

Tel. Central 358

Hongkong



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Estimates Free for Sanitary
Engineering and Building Materials

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69, Des Voeux Road, Central,

Tel. C. 5503.

If you require Provisions, Wine and Spirits, Sweets, Cigars, Cigarettes, Tobacco, Smoking requisites, Books, Papers, and Toilet Articles etc., you expect to pay the best quality and of undoubted purity and freshness. We supply those at moderate prices to all who make their purchases, and in addition we guarantee a courteous and obliging service. An inspection of our store is cordially invited—New stocks just arrived.

PASS BOOKS will be issued on application.

EMPRESS STORE

Telephone K. 155

Telephone K. 626

Vicente Atienza & Co.,
General Managers.

54, Nathan Road, Kowloon.

Buy

PURICO

THE UNEXCELLED COOKING FAT

WHITEAWAYS

GENT'S OUTFITTING DEPARTMENT.
PYJAMAS.

THE "CEYLO"
PYJAMAS



The "Ceylo" Pyjamas just
the weight for present wear.
Cool Comfortable and absor-
bent. Neat stripes.

STANDARD

VALUE

PRICE.

\$5.50 Suit.

SPLENDID ASSORTMENT OF NEW GOODS.
CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 163, 174, 191, 194, 208, 210, 216, 226, 248

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building, Apply Sang Kee, same building.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Half share in Matched available Repulse Bay. Inquirers kindly furnish telephone number when writing. Address Post Office Box 484.

TO LET.—European FLATS, 29A and 29B, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—Bright and airy OFFICE single rooms of suites 3rd Floor Prince's Buildings. Cheap rental. Immediate occupation. Apply to The Union Trading Co., Ltd., York Building.

TO LET.—Shipping Offices in Connaught Road, Central, No. 13, first floor; Nos. 15 & 16, second floor; Nos. 16, 18 and 19, third floor. Please. Apply to S. K. Trust Ltd., 29, Connaught Road, Central.

FOR SALE.

FOR SALE.—Overland Motor Car, 5-passengers. Perfect condition and good running order. \$850.00. Apply Box No. 259 care of the "Hongkong Telegraph."

FOR SALE.—RADIO SUPPLIES, British and American radio goods in stock. Sets constructed and repaired. Inspection invited at The Union Store, No. 37, Des Voeux Road Central.

FOR SALE.—Black Teak furniture of nine-roomed Peak house including three porcelain baths and fittings for disposal: specially made only four months ago. Suitable for small hotel or private house. Also additionally, furniture of three-roomed Hongkong flat. Earliest fair offer accepted. Flats, houses and rooms available from time to time, furnished or unfurnished, Hongkong and Kowloon. Houses for disposal in excellent localities on part cash and instalment basis. Tel. C.4630, Hongkong Small Investors.



IT'S QUALITY
THAT COUNTS

NEW ADVERTISEMENTS.

THE HONGKONG DEVELOPMENT BUILDING & SAVINGS SOCIETY LTD.

(IN LIQUIDATION).

Notice is hereby given that a General Meeting of Contributors will be held at the City Hall (Music Room) Hongkong, on Friday, the 23rd September, 1927, at 2.30 in the afternoon for the purpose of receiving a report by the Liquidators and a summary of the Liquidators' Receipts and Payments from the 4th August, 1926, to 31st July, 1927.

J. HENNESSEY SETH,
S. HAMPTON ROSS,
Joint Liquidators.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, (1914-1918).

BATHING PIONICS.

The regular Bathing Pionics of the above Association will be held to-morrow (Sunday). Launch "MAN YING" will leave Queen's Pier at 3 p.m. sharp.

ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

School will re-open Monday, September 12th. Examination for New Boys, Saturday, September 10th, at 9.30 a.m. For Prospectus for Boarders and Day-boys, apply

ST. STEPHEN'S COLLEGE,
Prospect Place, Bonham Rd.

CHINESE LANGUAGE SCHOOL.

The next Session of the General Chamber of Commerce CHINESE LANGUAGE SCHOOL opens on Monday, 5th September.

Classes are held at Chartered Bank Building (First Floor) from 1.15 to 2.15 p.m., and each student has the services of a personal teacher in addition to lessons in class.

Those desirous of learning colloquial CANTONESE are invited to communicate with the undersigned.

M. F. KEY,
Secretary,
General Chamber of Commerce,
Hongkong, August 25, 1927.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 8th October, 1927, and Monday, 10th October, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries will close at twelve o'clock noon on Saturday 24th September, 1927.

HONGKONG FOOTBALL LEAGUE.

The Management Committee of the above League will meet at Volunteer Headquarters (By kind permission), on Tuesday, September 6th, at 5.30 p.m. to make arrangements for the League competitions for the coming season. Club Secretary's are invited to be present.

W. E. HOLLANDS,
Hon. Secretary.

HONGKONG CLUB.

NOTICE.

The Seventh Yearly Drawing of 20 Debentures (1920 issue—\$500 each) of the Hongkong Club, payable on Friday, the 30th September, 1927, will be held in the Club House, at 11 o'clock a.m., on Thursday, the 8th September, 1927. Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary,
Hongkong, 27th August, 1927.

HONGKONG CLUB.

NOTICE.

In terms of Debenture Conditions Nos. 12, 13 and 14, Notice is hereby given that the Drawing of 20 Additional Debentures (1920 issue—\$500 each) of the Hongkong Club, payable on Saturday, the 31st March, 1928, will be held in the Club House, at 11 o'clock a.m., on Thursday, the 8th September, 1927, immediately after the Seventh Yearly Drawing of 20 Debentures.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Acting Secretary,
Hongkong, 27th August, 1927.

NOTICE.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

DECEMBER 1927.

NOTICE is hereby given that the above examinations will begin on MONDAY, December 5th, 1927. Forms of entry and copies of the Regulations and the Syllabus can be obtained on application to the Registrar.

Entry forms duly filled in, should reach the Registrar, together with the statutory fees, on or before the 17th September, 1927. Fees shall be paid in accordance with the following scale:—

Matriculation and Senior Local Examinations . . . H.K.\$20.
Junior Local Examination . . . H.K.\$12.

Candidates offering more than five subjects in the Matriculation, Senior and Junior Local Examinations will be charged an additional fee of \$1.00 for each subject so offered.

An additional fee of \$5 will be charged for each of the following subjects:—Foreign Languages other than French and Portuguese; Higher Mathematics; Hygiene and Physiology.

The following scholarships, further particulars of which may be obtained from the Registrar, will be awarded on the results of the Matriculation and Local Examinations:—

- (1) Two Peace Memorial Scholarships, each of the total value of \$1,350 open to British boys only.
- (2) Two King Edward VII Scholarships of the value of \$40 per annum, open to British subjects only.
- (3) One Hong Kong Government Educational Scholarship, open to girl candidates from Hong Kong Schools.
- (4) One Hong Kong Government Educational Scholarship, open to boy candidates from Hong Kong Schools.
- (5) Four Hong Kong Government Studentships-in-Training, open to candidates from Hong Kong Schools.
- (6) One Hewitt Memorial Scholarship of the value of \$300 per annum.
- (7) Four Montargis French Prizes—two of the value of \$50 each for Matriculation and Senior, and two of the value of \$25 each for Junior.

Bound copies of Examination Question Papers, set at past Examinations, may be obtained from the Registrar at \$1.00 per set.

W. B. FINNIGAN,
Registrar,
Hongkong, 31st August, 1927.

CHURCH NOTICES.

TO-MORROW'S SERVICES.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital) Sunday, September 4th, 1927. Morning Service, 10.15 o'clock. Subject: "The face of Cain." Evening Service, 6.00 o'clock. Subject: "Ten good men." Preacher at both services Rev. J. C. Knight Anstey. Sacrament of Lord's Supper at close of Evening Service. Sailors' and Soldiers' Home, Arsenal Street, Sunday, 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Chaplain's Hour.

St. John's Cathedral, Hongkong, September 4th, 1927. 12th Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10 a.m. Matins 11 a.m. Preacher: Rev. W. R. Cannell. Holy Communion 12 noon. Evening 6 p.m. Preacher: Rev. E. A. Ridden, R.N. There will be a Social Gathering after Evening-song, Music and Light Refreshments.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Man." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,
the 5th September, 1927,
commencing at 9.30 a.m.

At H. M. Naval Depot, Kowloon.
Old and Surplus Victualling Stores,
comprising:—

Table Linen, Implements, Serge, Flannel, Remnants, Blankets, Sundries, Articles of Mess and Table Gear, Electric Plated Ware, Seamen's Clothing, etc., etc.

Terms of Sale:—As detailed in Catalogue.

On View from Friday, the 2nd, September, 1927.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on,

FRIDAY, the 9th September, 1927,
commencing at 11 a.m.

At No. 5, Minden Villas, Mody Road, Kowloon.

A Quantity of Valuable Household Furniture,

comprising:—
Hatstand, Chesterfield Couch and Armchairs with Poplin Covers, Blackwood Piano Stool, Teak Desk, Electric Table Fan, Rugs, etc., etc.
Teak Dining Table (Extension) Dining Chairs, Sideboard, Dinner Service (Booth's "Rose" Pattern), Ice Chest, Meat Safe, etc., etc.
Bedsteads with Mattresses, Teak Double Wardrobe with Bevelled Mirror, Dressing Table with Bevelled Mirror, Wicker Tables, etc.

(Most of the above furniture by Lane Crawford and Powells.)

Catalogue will be issued.

On view from Thursday, the 8th, September, 1927.

Terms:—Cash on delivery.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

BY ORDER OF THE OWNER.

Public Auction of the under-mentioned Valuable Properties Situate in the New Territories in the Colony of Hongkong.
New Kowloon Inland Lot No. 53 on which is situated the Tai Wan Glass Factory.

This Lot is situate at Kowloon Bay.

A Fish Pond situate at New Kowloon Inland Lot No. 8 in the New Territories.
Lot Nos. 5908 and 5918 in Survey District 1 in the New Territories (Agricultural Lots).

to be sold by

PUBLIC AUCTION.

on THURSDAY,
the 15th September, 1927,
at 3 o'clock p.m.

in Four Lots.

by

Messrs. LAMMERT BROS.,
Auctioneers,

at their Sales Room, No. 8, Duddell Street, Hongkong.

For further particulars and conditions of sale apply to:—

Messrs. HASTINGS, DENNYS
and BOWLEY,

Vendor's Solicitors,
8, Des Voeux Road Central.

or to
Messrs. LAMMERT BROS.,
The Auctioneers,
No. 8, Duddell Street,
Hongkong, 19th August, 1927.



Reiss, Massy & Co., Ltd.

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CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

THE MOTORSHIP,
"TENNESSEE."

will load

ON OR ABOUT 15TH
SEPTEMBER.

For ORAN, MARSEILLES, BARCELONA, ANTWERP, ROTTERDAM, HAMBURG, and SCANDINAVIA. Cargo for RED SEA PORTS may also be accepted.

THE STEAMER,
"TANA."

will load

for above mentioned ports about

END OF SEPTEMBER.

The ships can also take some first-class passengers.

Conference terms.

For further particulars apply to:—

THORESEN & CO., LD.,
Agents.

YOUR SUSCEPTIBILITY TO "SUMMER TROUBLE"

is increased by intestinal congestion. The key to general good health during the hot season—as all the year round—lies in ridding yourself of the poisons which if allowed to accumulate in the intestinal tract pollute your blood, poisoning the system.

In Pinkettes you find a mild yet thorough laxative and liver regulator which, taken when needed, go far to avert intestinal troubles and to ensure your general fitness. Of chemists, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kianglee Road, Shanghai.

PINKETTES KEEP YOU WELL.

CONSIGNEE NOTICES.

AMERICAN & ORIENTAL LINE.

From U. S. A.

The Motor Vessel,

"OLIVEBANK" having arrived, Consignees of Cargoes by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th September, 1927, will be subject to Rent.

All claims against the Steamer must be presented to the Undersigned on or before 16th Sept. 1927, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 9th September, 1927, at 10 a.m. No fire Insurance has been effected.

Bills of Lading will be countersigned by,

THE BANK LINE, LIMITED.

General Agents,
Hongkong, September 3, 1927.

HONGKONG TIDE TABLE.

From 5th to 11th September 1927									
HIGH WATER.					LOW WATER.				
Day.	Time.	Height.	Day.	Time.	Height.	Day.	Time.	Height.	Day.
Mon.	5 12	11.0	Tue.	5 11	11.0	Wed.	5 10	11.0	Thurs.
Tue.	6 32	11.0	Wed.	6 31	11.0	Thurs.	6 30	11.0	Fri.
Wed.	7 51	11.0	Thurs.	7 50	11.0	Fri.	7 49	11.0	Sat.
Thurs.	9 10	11.0	Fri.	9 09	11.0	Sat.	9 08	11.0	Sun.
Fri.	10 29	11.0	Sat.	10 28	11.0	Sun.	10 27	11.0	Mon.
Sat.	11 48	11.0	Sun.	11 47	11.0	Mon.	11 46	11.0	Tue.
Sun.	1 7	11.0	Mon.	1 6	11.0	Tue.	1 5	11.0	Wed.

MANILA HARBOUR TRAGEDY.

AMERICAN SERGEANT'S PLUCKY ACT.

Manila Bay claimed another victim yesterday when an unidentified Filipino was drowned while fishing from the breakwater. The body has not yet been recovered. The fisherman was about 30 years old, weighed 110 pounds, was 5 feet, 3 inches tall, and wore a dark bathing suit. His fishing line became entangled in some under brush several yards from the breakwater. He swam to recover his hook but was unable to swim back.

Staff Sergeant James Wynt of the Air Corps at Camp Nichols who was also fishing on the wall saw the man sink. He immediately took off his clothing and dived to the rescue but after several attempts was unable to locate him. Wyatt reported the incident to the police at 10.55 a.m.

POST OFFICE NOTICE

NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Outgoing articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechwan will now be accepted for transmission at sender's risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

RADIO NOTICES.

It is notified for information that a new shortwave commercial wireless service was opened on July 23rd between Hongkong and the Philippines for the exchange of ordinary, deferred and press telegrams.

Rates to Manila 30 cents per word ordinary, 15 cents per word deferred and press.

To Luzon Islands (Except Manila) and Corregidor Island 43 cents per word ordinary.

All other islands 764 cents per word ordinary. Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, provinces of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchow, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

INWARD MAILS.

From	Per	Due
Shanghai	Oostkerk	September 3.
Manila	Tijpanas	September 4.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	September 4.
Straits	Tilawa	September 4.
Australia and Manila	St. Albans	September 5.
Manila	Pres. Jefferson	September 5.
Australia and Manila	Taipei	September 6.

OUTWARD MAILS.

For	Per	Date
Weihaiwei	Kweichow	Sat., Sept. 3, 2.30 p.m.
Java via Batavia	Bandoeng Maru	Sat., Sept. 3, 5 p.m.
Manila	Oostkerk	Sat., Sept. 3, 5 p.m.
Hollow	Hermelin	Sun., Sept. 4, 8.30 a.m.
Swatow, Amoy and Formosa	Kailo Maru	Sun., Sept. 4, 9 a.m.
Shanghai	Tikharang	Sun., Sept. 4, 9 a.m.
Swatow	Hydrangea	Mon., Sept. 5, 2.30 p.m.
Shanghai	Chilphing	Mon., Sept. 5, 3.30 p.m.
Manila	Pres. Grant	Mon., Sept. 5, 4.30 p.m.
Amoy	Anhui	Mon., Sept. 5, 5 p.m.
Swatow, Amoy and Foochow	Hai Yang	Tues., Sept. 6, noon
Straits and Calcutta	Kutsang	Tues., Sept. 6, noon

Letters Noon.
Parcels 1 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles Persius Tues., Sept. 6, Registration . . . 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 7th October.)

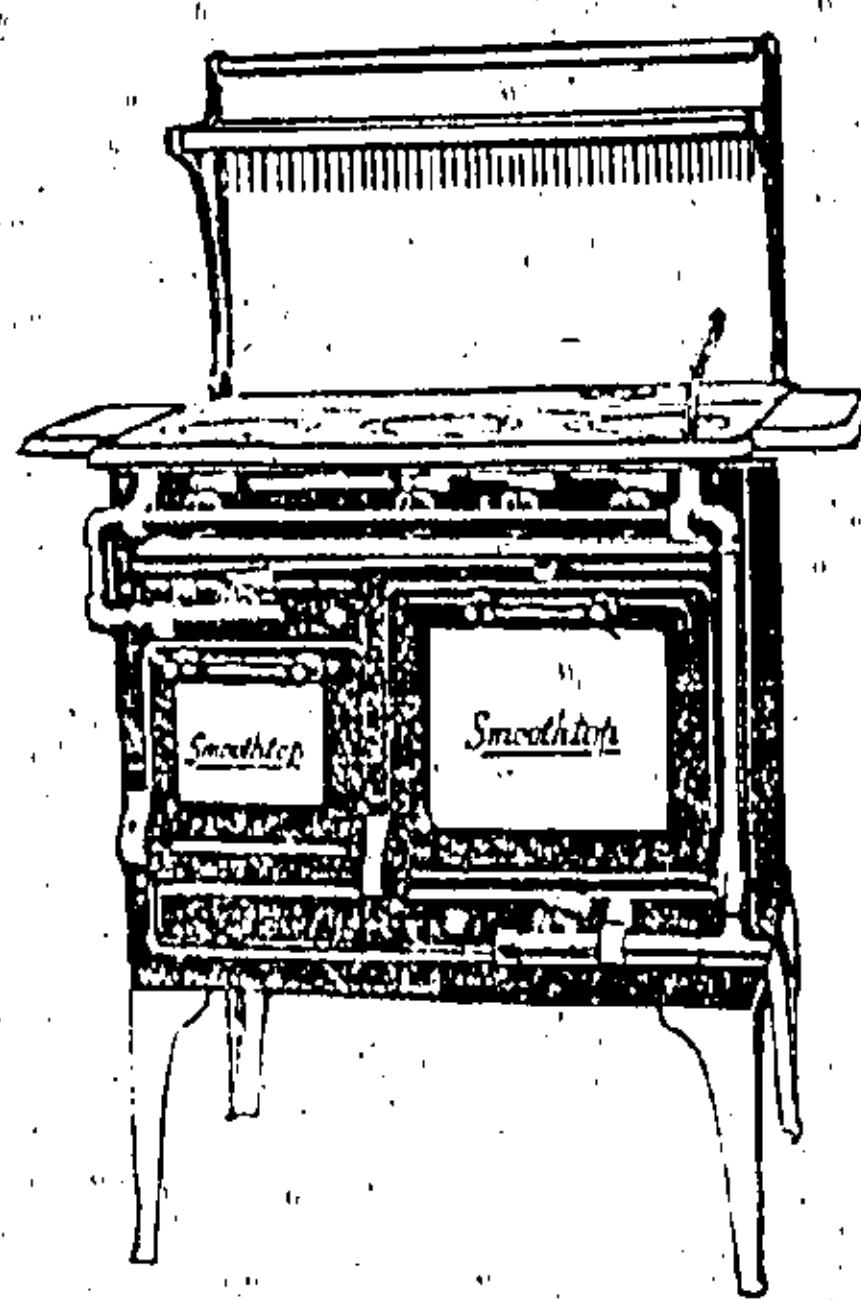
COOKING
COMBINES
CONVENIENCE
COMFORT AND
CONTENTMENT

if

You cook with a

Smoothtop
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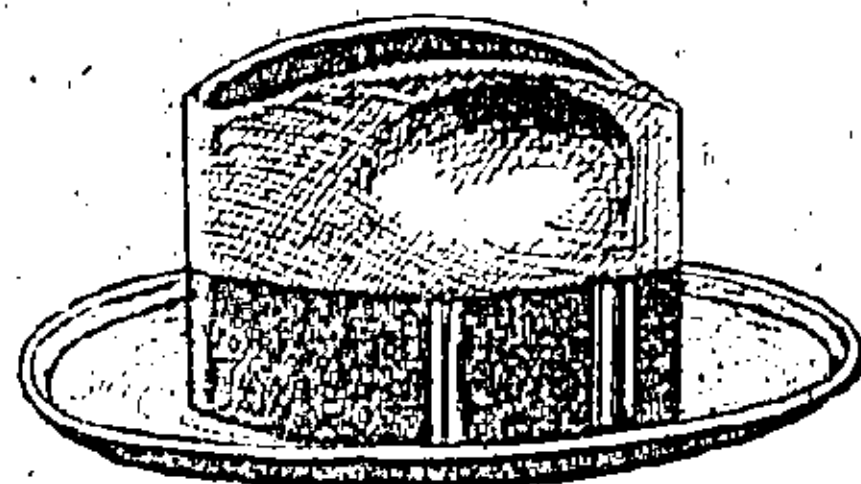


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BOY KILLED BY MOTHER.

MISHAP DURING
CHASTISEMENT.

Without knowing that there was a knife inside it a mother used a canvas bag to chastise her 11-years-old son with the result that he was severely wounded in the neck and died.

This fact was disclosed at the recent inquest at Poplar, E., on the boy Thomas Walter Ebsworth, of Kent-street, Plaistow, E., who died in Poplar Hospital on Saturday.

John Ebsworth, 10, the dead boy's brother, said he lived with his mother and stepfather. On Saturday his mother was preparing mint in the kitchen for them to sell. She called three times for Thomas to come in. Thomas eventually went to the door.

"My mother," John continued, "picked up a canvas bag from the table and went to strike at him with it. The next minute my brother sat down in a chair and said, 'Oh, my neck.' My mother said, 'Oh, my poor boy,' and picked him up."

He saw a table knife lying on the ground afterwards.

Mother's Evidence.

Mrs. Annie Lillian Lloyd, the mother of the dead boy, said she did not know there was a knife in the bag or that the boy had placed one there. The incident took place after she had called to the lad three times without getting any response. She swung the bag round and struck at him.

Earlier in the morning the boy had asked if he could take a knife to cut the mint and had opened the table drawer, but she did not see him take a knife out.

After she struck at him the boy said, "You have made my neck bleed," and she replied, "I could not have done so, Tommy, as I only hit you with the bag." The boy then said, "No mummy, the knife was in the bag."

"I did not see the knife at all myself," said Mrs. Lloyd, "and when I saw the boy's neck bleeding so much I ran for a policeman."

Dr. A. C. King, house surgeon at Poplar Hospital, said an artery had been completely severed. Death was due to loss of blood.

There were two holes in the bag, either of which was just large enough for the knife to have come through.

Dr. Guthrie, coroner: Could it have come out as a missile flies out from a catapult?—That is possible.

Without retiring the jury returned a verdict of Death by Misadventure.

SAFETY RULE FOR BATHERS.

A CHAMPION SWIMMER
TALKS.

Seaside visitors, more particularly women, frequently say to me, "I would love to bathe, but I am afraid to because I cannot swim," writes a swimming champion in a Home paper.

"My invariable answer to this is: 'You need have no fear. If you keep your head there is not the slightest risk of drowning even if you are unable to swim a stroke.'"

And that is absolutely true. Nearly all seaside fatalities are due to neglect of this very simple rule. Bathers are carried off their feet by a wave, or find themselves beyond their depth, or for some other reason imagine themselves to be in danger. Thereupon they throw up their arms, begin calling for help, lose all presence of mind, and the tragedy happens.

A non-swimmer who gets into difficulties may get out of them quite easily. The right thing to do is to turn flat on your back, hold your body stiff with the arms extended above the head, breathe gently, and you will float safely until help comes.

"All very well," you may say, "but that needs practice." It does not. Practice will give such confidence that you will be almost able to sleep on the surface after a while. But this safety position comes to you almost instinctively if you do not get flustered. The wrong thing to do is to thrash about with your arms and open your mouth to scream. Every time you do so you swallow water. Once commence doing that and the end will soon arrive. You will become waterlogged and sink like a stone.

If you are a tyro, the most unnerving moment will be the first time you sink, as you are bound to do if you have got beyond your depth. What is actually only a second of submersion will seem an alarmingly long period. Shut your lips tightly. When you bob to the surface throw back your head and blow the water from your nostrils. If you sink again do not be frightened. Keep your head cool, avoid swallowing water, lie straight on your back, and you will be all right.

SECRET 200 YEARS OLD.

NEW EXCAVATIONS AT
RICHBOROUGH.

What was the nature of the great marble-cased building which stood nearly 200 years ago at Richborough, Kent, on vast concrete foundations which exist at the present day?

A further attempt to solve this mystery, which has fascinated scientists for many years, will begin shortly, when the Society of Antiquaries will start another season of excavation.

Richborough, the Roman Rutuplae—and during the Great War itself a "mystery port"—is situated about a mile and a half north of Sandwich.

One important find made was a sculptured slab representing a female deity, apparently a votive offering dedicated by sailors or traders from the Rhineland to the port. It was set up before A.D. 100. Brooches, bronze bells, lamps, pottery, and coins of the first four centuries were also found.

Temples Found.

It is considered certain that the place was occupied throughout the Roman occupation of Britain. "Last season," a report of the society states, "a shaft was sunk by the great concrete foundation."

What exactly was the nature and purpose of the marble-cased building which stood upon it has yet to be solved. Work 300 yards south of the fort resulted in the discovery of two temples of interesting type, and it is known that other buildings as well as the amphitheatre await exploration.

Money is urgently needed for the coming season's work, which will occupy two months.



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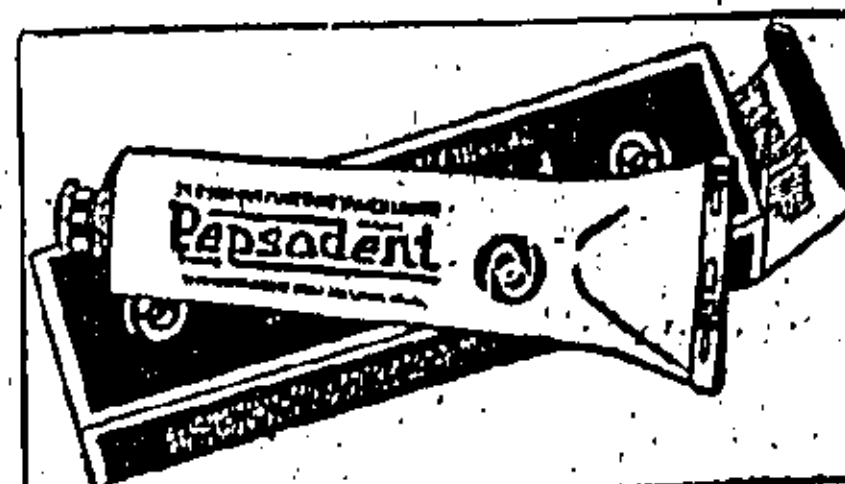
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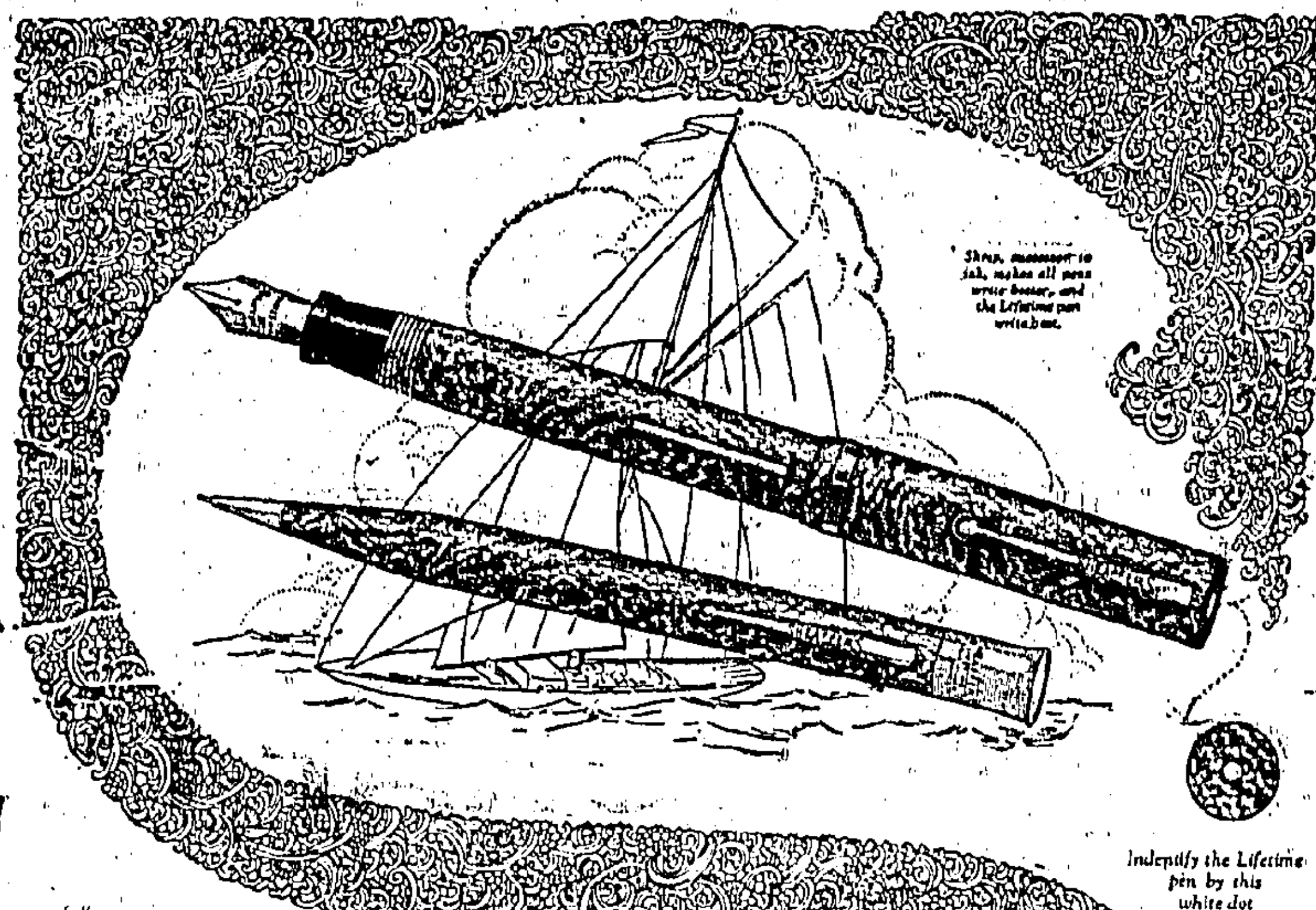
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A GIRL ARTIST'S CRIMES.

THEFTS FROM MEN WHOM SHE DRUGGED.

Berlin, Aug. 3. A young artist with the pretty name of Antoinette and a pretty face to match appeared before a Berlin court to-day on two charges of stealing. Evidence was given to show that she was the daughter of an Essen manufacturer who had given her an excellent education and let her go to Munich when she was 17 to study painting, for which she had displayed considerable talent.

Antoinette is now 20, and this spring came to Berlin to continue her artistic studies. She quickly found friends. She met a Berlin manufacturer who was charmed with her and let her have £35 a week. When he had to go on a long tour with his wife he gave her a fat cheque.

She took a suite of rooms in a hotel and met a handsome but poor student and the money was quickly spent. In her need she wrote to another elderly friend at Bad Pyrmont and asked if she could go and stay. He was, of course, delighted, and she arrived with her student.

Life With Poor Student.

At supper she put something into her host's wine which made him go to sleep, and she stole his pocket-book, while the student took his fur coat. This they pawned in Berlin, whither they had gone to enjoy themselves again.

When the money was spent Antoinette remembered the existence of a third elderly friend at Ratenow, and went to stay with him. She came away with a diamond ring, worth £100, but unfortunately in her hurry she left behind the little bottle which had contained the drug which she had put in her friend's wine. He happened to see her in the streets of Berlin and had her arrested.

A sympathetic judge told her it was a good thing she was not charged with administering poison and sentenced her to six months' imprisonment, three of which have passed in the preliminaries of the case and the other three to be served if she behaves badly again. So Antoinette left the court smiling, doubtless to join her student, whose name she resolutely refused to give.

ARE COLONELS CRUSTY?

A GENERAL'S VIEWS.

Lieut.-Gen. Sir George MacMunn, formerly Commander-in-Chief in Mesopotamia, writes to a Home paper:

There are certain creations of the British mind that do not change. A reference to them will always raise a laugh. The War Office is always foolish, mothers-in-law are always hostile, and colonels are always red-faced, with bristling white moustaches, and break their golf clubs in temper.

But is it really so? The War Office is probably out and away the most business-like of our Government offices, a mother-in-law is often a man's best friend, and colonels, even if some do grumble, formed the stuff which put Great Britain first in the estimation of the world.

Most of the real colonels, those who do not lie with the lost legions at Mons and Le Cateau or on the shores of the Dardanelles, and in the Ypres Salient, are mild enough men, quiet and kindly, narrow-bitten, who live in old shooting suits in bungalows, fishing a little, playing golf, staving themselves to start their sons, owning perhaps, when the son is off their hands, a cheap two-seater.

It is said that they grumble. "He is a soldier and therefore short of cash." No, it is not that, for he is a simple soul and can stave with the best. He may at times grumble, because he and the post-captain of the Royal Navy have chosen a profession which turns them out on a small pension, when in other professions the lean years are over and ten years of fair income remain before them.

For he is a man never so good in the Army, only one in a thousand, officers can attain general's rank. They sold their place in comfort for the glamour of the sword in the days when they thought not of the end. So let us not mock at them, the quiet, hard-bitten men in the old shooting suits.

Some kind correspondent has suggested that they bully and hector and live on curry and alcohol. A colonel in his battalion and a post-captain on his quarterdeck are, it is true, men of power and dominion. Were it otherwise the country's work could not be done.

But you do not lead eight hundred British Tars and Atkinses and twenty officers by bullying and hectoring, but by that quiet force of character which they will alone accept. And as for curry and alcohol, the life of the British frontiersman is not to be led on such.

WOMEN PILOTS' AIR THRILLS.

"PAST THE POST" AT 80 MILES AN HOUR.

Nottingham, Aug. 2. What fascinated the 20,000 spectators at the air pageant at Hucknall Aerodrome, near Nottingham, to-day was the tiny plane—the Tiger-Moth—which carries one man and is the fastest vehicle, power for power, ever produced.

Although its nominal power is only 32, its speed already exceeds 180 miles an hour, or three miles a minute, and when it has been further tuned up it is expected to exceed 200 miles an hour.

Its wing-span is 19ft., yet it can carry the pilot from London to Paris in 75 minutes at a petrol cost of less than 10s.

A day's tour of the Continent is contemplated in one of these new planes, in which 2,000 miles will be flown and visits paid to most of the big cities of Europe.

Six races were flown to-day, and some thrilling finishes were seen. In the Ladies' Purse, Mrs. Elliott-Lynn beat Lady Bailey by two yards, the machines rushing wing-tip to wing-tip past the finishing line at more than 80 miles an hour. An unofficial starter in this race, who handled a light aeroplane with a deliberate clumsiness and evoked loud laughter, proved to be Flight-Lieut. S. M. Pope, masquerading as a woman aviator.

Mrs. Elliott-Lynn in a Moth light aeroplane also won the principal event of the day—the Grosvenor Cup Race, the Master of Sempill and Mrs. Harold Brooklyn being second and third respectively.

The Hucknall Stakes was won by a "Boreas" biplane, piloted by Squadron-Leader Jones at a speed of 148 miles an hour, and the Pelham Stakes was won in a close finish by Capt. W. J. McDonough, Lady Bailey being second.

Mr. M. L. Bramson, crashed in a hedge in his S.E.5 "skywriting" aeroplane. The machine was wrecked, and the pilot escaped with cuts and bruises.

BYRON IN A "RAG."

RACY LETTERS SOLD FOR £350.

A letter written by Byron to Charles Gordon describing an Eton and Harrow match in which he played, and the ensuing "rag," realised £350 at Sotheby's the other day.

It was bought at the instance of a number of old Harrovians, who will present it to the school.

Byron's letter, written on August 4, 1805, from Burgage Manor, Southwell, Nottinghamshire, gave a description of the match, and added:

Later... to be sure we were most of us rather drunk, and went together to the Haymarket Theatre, where we kicked up a row, as you may suppose, when so many Harrovians and Etonians met at one place.

I was one of seven in a single Hackney coach, four Eton and three Harrow fellows, we all got into the same box, the consequence was that such a devil of a noise arose that none of our neighbours could hear a word of the drama, at which not being highly delighted, they began to quarrel with us and



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GERMAN LOANS OF £200,000,000.

U.S. BANKER OFFERS MORE.

Berlin: Mr. Ferdinand Eberstadt, a partner in Messrs. Dillon, Read, and Co., the New York bankers, has arrived in Berlin, his mission in Germany being to consider applications for loans.

If, as Mr. Eberstadt states, "American confidence in Germany is practically unlimited, the banks which float German loans will be able to hand shares over to the public together with the scrip—and make handsome profits."

Up to the end of last year Germany had borrowed nearly £200,000,000 abroad, a large proportion of which has been used to develop German trade and industry. Up to the present the result has been less encouraging than might have been expected. A large deficit in the foreign trade balance is disquieting, but as the Agent-General for Reparations pointed out in June, in the six months ending April 30 the deficit amounted to almost the entire proceeds of the long-term loans made in 1920.

Figures for the first six months of the year show that it is not yet clear whether German industry has re-established itself on a competitive basis.

Huge Sum for Opera House.

The ease with which foreign money has been obtained seems to have created a spirit of extravagance.

"The problem of stemming the tide of Government expenditure has become acute," says the Agent-General in his last report. And the same may be said of the various German States, and of the cities which have already received foreign loans or which expect to receive them.

Here in Berlin the Prussian Government has spent gigantic sums on the rebuilding of the opera house, as if money were of no consequence, although the capital of Prussia has had to borrow money abroad.

In the circumstances, it is not surprising that there are those who regard with disapproval, if not alarm, the contracting of new loans with the obligations which they represent.

TOO MANY DRUGS.

PRESCRIPTIONS AND THE PEOPLE.

A warning against the excessive use of drugs is contained in the quarterly report of Mr. W. A. Appleton, secretary of the General Federation of Trade Unions. He says:

Care is necessary, while developing the health conscience, to avoid encouraging inordinate desire for drugs. This warning is suggested by the extraordinary increase in medical prescribing for insured persons during 1926. This increase in Barnsley is 23.5 per cent., while in Lincoln it is only 2.9 per cent. In the area covered by the association there are 847,567 persons for whom the panel doctors prescribe, and for these persons 3,410,469 prescriptions have been made up during the year ending November 1926. This represents a disconcerting increase of 72.3 per cent., over the figures for 1920.

A portion, perhaps a large portion, of this increase can be explained and justified, but there will still remain many cases where fresh air, water, and a cheerful spirit would have been just as efficacious as the doctors' drugs.

The report states: "The one big union idea has been tried, and it has failed, both in Great Britain and America. Men fear it because it may mean one big autocrat and involve one big strike."

STORM HAVOC IN SWITZERLAND.

TORRENTIAL DOWNPOUR AND MUCH DAMAGE.

TRAVELLERS AFFECTED.

Districts in Switzerland familiar to thousands of British visitors were the scene last night of a great storm.

Buildings and bridges were swept away by floods following a cloudburst and a hurricane. Vineyards were destroyed; a train became embedded in mud; sections of railway tracks were rendered unusable, and main roads were strewn with rocks and fallen trees.

The cloudburst occurred on the Rochers de Naye, the mountain above Territet. In a few seconds a trickling stream was turned into a roaring torrent.

Bridge Washed Away.

So great was the rush of water when it reached the outlet to the Lake of Geneva at Montreux that the heavy concrete bridge, which forms the road washed away as though made of cardboard. Before arriving there the torrent overflowed its banks and covered the Simplon Railway line with debris several feet deep.

A train leaving Montreux Station at the time for the Rhone Valley was held fast in the mud for several hours, the passengers being obliged to alight and carry their luggage to a relief train, which was brought to the other side of the obstruction. Hopscs near the banks of the torrent were inundated up to the first storey.

At Territet, where the mountain rises abruptly from the shore, another branch of the torrent, carrying huge pine trees, surged downwards to the lake, demolishing buildings and bridges in its track.

The picturesque bridge over which Napoleon crossed on his way to Italy in 1800 was partly destroyed and the gardens and vineyards in the vicinity were covered with many feet of rocky debris.

The stream then invaded the Hotel Richelieu, where a banquet was in preparation. The waitresses had just time to escape when with a roar the cataract entered, covering the grand piano and much valuable furniture with mud and rocks.

Hailstones Like Apples.

On the Montreux-Oberland line, between Les Avants and Montbovon, the track was cut in several places. In the Thun region hailstones as large as apples caused tremendous havoc among the crops and smashed thousands of roof tiles. Telegraph and telephone lines were blown down and the roofs of many houses twisted into fantastic shapes by the force of the hurricane.

At Blumenstein, where nothing similar has occurred for 50 years, many bridges were carried away and the crops destroyed.

Railway communication between Berne and Lucerne was interrupted for several hours by six feet of gravel carried down from the mountains, and traffic had to be diverted via Berthoud.

The main road is also covered several feet deep with rocks and trees. On the Wolhusen-Langenenthal line a large section of the track has entirely disappeared.

The storm, which was preceded by almost complete darkness, was similarly destructive in the cantons of Zurich, Bale, and Zug.

During last night's storm an aeroplane on the Balde-Chaux de Fonds service made a forced landing on the Jura Mountains. The machine was compelled to descend on a steep mountain slope amid a herd of cows. Although the aeroplane was damaged the pilot and two passengers escaped with only slight injury.

RIDDLE OF A BOY'S NATIONALITY.

BORN IN BRITISH SHIP IN BRAZIL WATERS.

If a child is born of a Brazilian mother in a British ship and the father is Spanish and the birth takes place in Brazilian territorial waters, what is the nationality of the child?

This question had to be settled on board the Royal Mail Steam Packet Company's liner *Arlanza*, which reached Southampton from Buenos Aires last month for Senora Jose E. Cruz, a passenger, became a mother while the vessel was in Brazilian waters. After certain investigations it was claimed that the child, a boy, could be either Brazilian or British, and the mother elected that her son should be registered as British.

It was therefore christened Jose Arlanza, the second name being after the ship, an interesting fact inasmuch as the child's uncle is named Jose Alcantara, his second name being also after a ship owned by the R.M.S.P. Company. In his case birth took place in the old liner *Alcantara* before the war.

All births in British ships at sea used to be registered at Stepney, but now it appears that they can be registered at the first British port of call. All births at sea are recorded in the ship's log, and upon the vessel reaching port the captain must report the matter to the Board of Trade, who, in turn, inform the Registrar-General of Shipping.

The latter afterwards passes on the matter to the Registrar-General of Births, who enters the details in a special book known as the Marine Register Book.

Anyone born at sea is entitled upon attaining the age of 21, to appear before a consul and take his or her father's nationality.

WEST-END CAVERNS.

MYSTERIOUS FINDS UNDER PICCADILLY.

Among the mountains and valleys that were once Piccadilly, where the adventurers with pick and shovel and warfare accoutrements of modern street warfare, are now doing their best to destroy any illusions that may remain as to the sanctity of the famous thoroughfare, mysterious caverns and secret tunnels are being unearthed, says a London paper.

Between Piccadilly-circus and Bond-street there are a score of yawning caverns, disclosing brick and stone foundations, the presence of which was unsuspected and the purpose of which can only be guessed at. They may be relics of a forgotten age in the life of the West End, or of a period when there was no West End.

Bones unearthed yesterday included what appeared to be an upper arm bone and other fragments of skull and chest bones. Their appearance suggests that they have been buried for at least 2,000 years.

Of even greater interest, however, is the vast cavern which has been discovered near Piccadilly-circus. Extending from the pavement right into the road, the brickwork reaching to a depth of nearly 20ft.

Leading across the road is a tunnel, the end of which is blocked by a pile of broken bricks and fallen earth. How far this tunnel extends is not yet known, but further exploration will be made when the centre of the road is excavated.

Representatives of Australian and New Zealand importers, who are at present in Poland, have concluded contracts with the Lodz textile mills for deliveries of important consignments of textile goods, and have placed trial orders for furniture and linen goods.

OUR DAILY TALK ON HEALTH.

HOT WEATHER HINTS—ARE IN SEASON.

HEAT STROKE PREVENTION.

When men work too hard in heavy clothing in conditions where the temperature is high and the humidity also, they are likely to suffer unduly with the heat.

Since the external temperature is high, the loss of heat from the body by means of conduction and radiation stops; since the air is moist, evaporation from the surface of the body is hindered.

When the heat regulating mechanism breaks down, the temperature of the body rises. This stimulates the chemical changes going on in the body and still further increases the production of heat. Thus, the temperature continues to rise and the chemical changes continue to be hastened.

Some men do not perspire as others so that their skin is hot and burning, and the failure of fluid to evaporate from the surface tends to stimulate still further their body chemistry.

If the blood vessels on the surface of the body are dilated the blood pressure is lowered and there is some interference with the circulation of the blood in the brain.

All of these things produce a combination of factors known as heat-stroke.

When heat-stroke occurs, it is necessary to get the person into the shade as quickly as possible. When there, the body may be cooled by rubbing it with ice or by exposing it to the movement of an electric fan. At the same time, it is necessary to see that the temperature of the body does not fall too rapidly. If it seems low, hot applications should be placed around the arms and feet to restore the circulation and to keep the patient warm.

The temperature usually remains more or less stationary and then falls rapidly. Competent

NURSE DRUGGED IN STREET.

PRICKED IN ARM WITH SYRINGE.

Another case has occurred of a woman being drugged in the street in the heart of London by means of a hypodermic syringe, says a Home paper of mail week.

A nurse walking along Whitehall felt something prick her arm as a man brushed past. Thinking nothing of it, she continued her walk. When she reached the Embankment the pain in her arm became severe. Faintness overcame her and she sat on a seat.

Passers-by saw that something was wrong and she was taken to Westminster Hospital.

Detectives have been instructed to keep a sharp watch at Tube stations, omnibus stopping places, and other much frequented parts of the West End for a man who has been vaguely described to them.

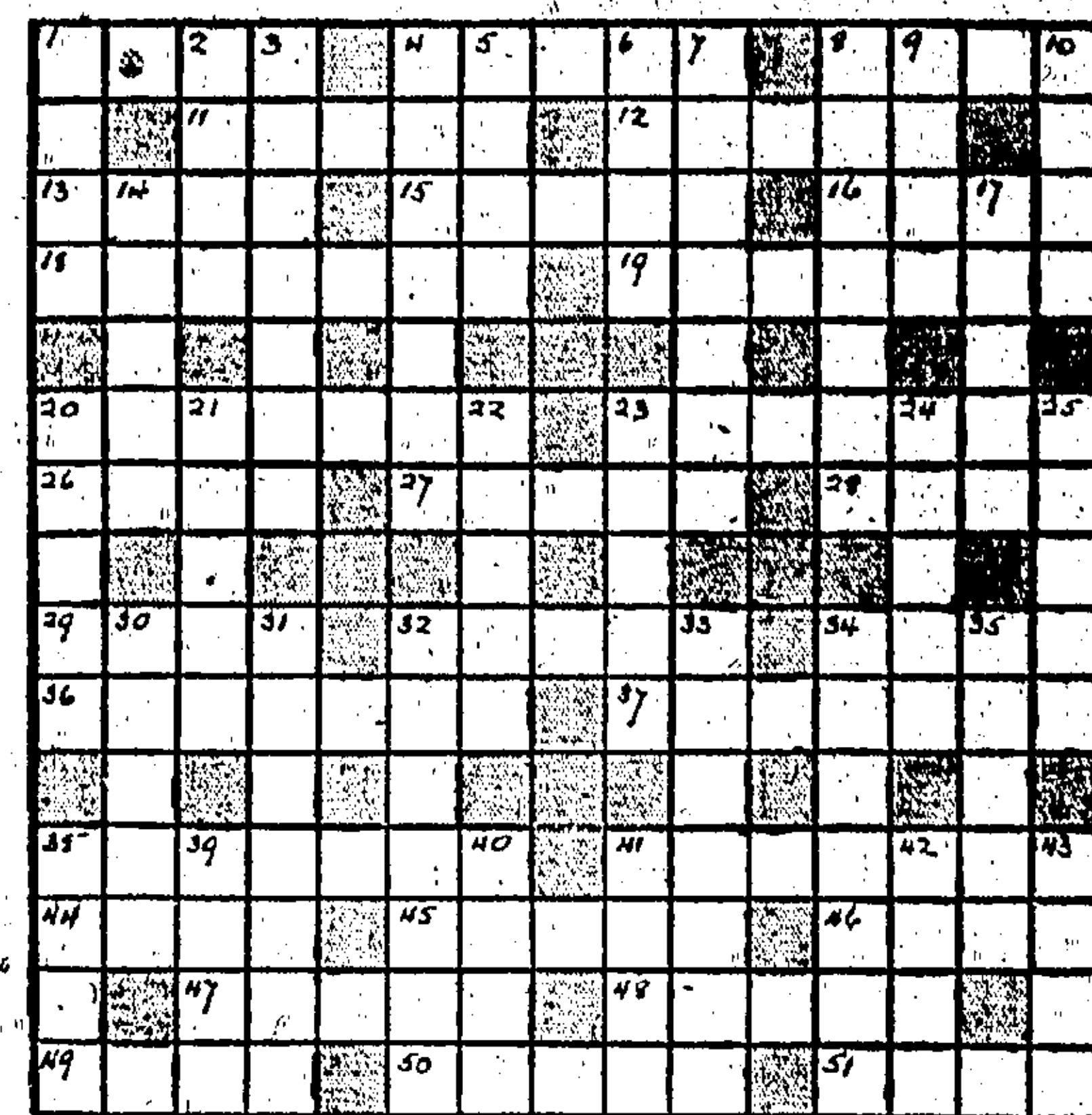
The previous case of the kind took place in an omnibus in Oxford-street.

medical advice should be secured immediately, as it may be necessary to give drugs in order to stimulate the heart and the falling circulation.

In view of the fact that there is usually an accumulation of acid in the system in connexion with heat-stroke, many physicians prescribe alkaline fluids and remedies to the victim of heat-stroke in order to counteract the acids.

Persons who have once suffered with heat-stroke seem to be unusually susceptible to attacks later in life. Such people should avoid overheated rooms and exposure to the direct rays of the sun. They should take cool baths frequently, dress lightly and drink water freely. They should also avoid indulgence in alcoholic drinks and keep their heads as cool as possible. Clothing should be selected according to the occupation, and light enough to aid the radiation of heat from the body.

OUR CROSSWORD PUZZLE.



Across.

1. Liability.
4. Sessions.
8. Urge on.
11. Eagles.
12. Used by artists.
13. Satisfy.
15. Foreigner.
16. Deprivation.
18. Step upon.
19. Expand.
20. Ships engaged in seal fishery.
23. Discriminating.
26. Grief.
27. Glossy cloth.
28. Headland.
29. Mimicry.
32. Horse.
34. Long beam.
36. Optical illusions.
37. Leaves off.
38. Those who loan.
41. The epidermis.
44. Worshipped by pagans.
46. Summoned.
48. Not early.
49. Withered.
50. Fastened.
51. Drain.

Down.

1. Small particles of earth.
2. Greek letter.
3. Quiver.
4. Traders.
5. Island.
6. Starting places (Golf).
7. Oriental priest.
8. Obtained from selenium.
9. Plan.

10. Careless.
14. Indian-buffalo.
17. Fragment.
20. Watery vapour.
21. Ire.
22. Salines.
23. Covered on inside.
24. Encampments.
25. Sly looks.
30. Hooped.
31. Sauntered.
32. Bolters.
33. Deceiver.
34. Like.
35. Slanting.
38. Flax.
39. Part of the face.
40. Margin.
41. Yield.
42. Heed.
43. Snake-like fish (Polar).

Yesterday's Puzzle.

OBLOE STRAP CART
REMIT A R B B O R E R
L I E D F R E E S R I S E
E N N O B L E N A R R A T E
G L E S S A Y O R S
A S O L E E D D A A
B O N N E T S A R R E S T S
O E A V A U R S
D R A P I N G S T I P E N D
E K I N E E D E N E
P A N E A G R E L E
P I A N I S T E N D E A R S
R E D E S T N A S G E R E
A C E R B A I L P A R E R
Y E N S E S C A M P N O D E

THEATRE ROYAL

COMMENCING FRIDAY, SEPTEMBER 16th at 9.15 p.m.

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SAT, 17th Sept. at 9.15 p.m.	The Successful Comedy BLUEBEARD'S EIGHTH WIFE From the French of Alfred Savoir. By Arthur Wimperis
MON, 19th Sept. at 9.15 p.m.	The Great Mystery Play THE HOUSE OF UNREST From the Strand Theatre, London
TUES, 20th Sept. at 9.15 p.m.	The Successful Farce Comedy. HALF-A-LOAF By Noel Scott
WED, 21st Sept. at 9.15 p.m.	The Famous Farce NOTHING BUT THE TRUTH
THURS, 22nd Sept. at 9.15 p.m.	The Thrilling Mystery Play IN THE NEXT ROOM By Eleanor Robson and Harriet Ford. From St. Martin's Theatre, London
FRI, 23rd Sept. at 9.15 p.m.	The World's Love Story PEG O'MY HEART April Vivian as Peg
SAT, 24th Sept. at 9.15 p.m.	Noel Coward's Famous Play FALLEN ANGELS

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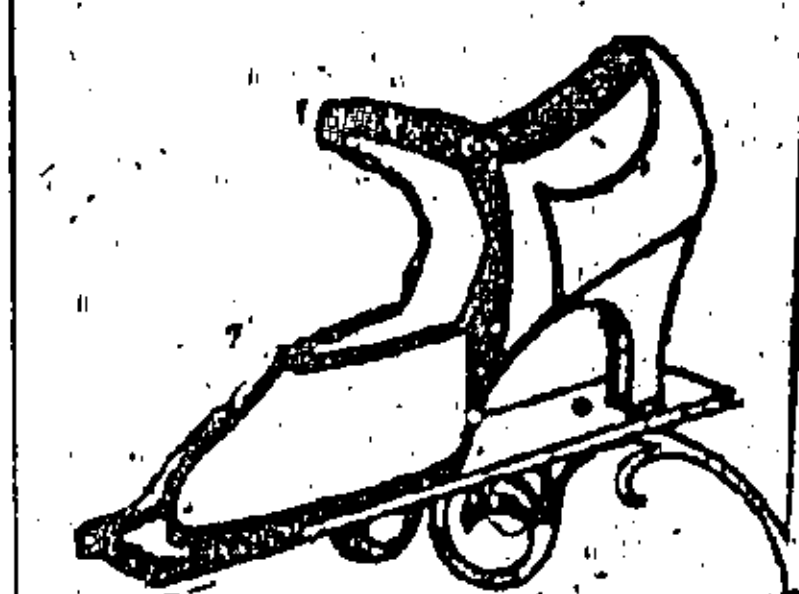
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The King has appointed Sir James Crawford Maxwell to be Governor and Commander-in-Chief of Northern Rhodesia.

Miss Phyllis Sully, of Clapham, was the only candidate at the first examination for the new Pharmacy Degree at London University, in which she was successful.



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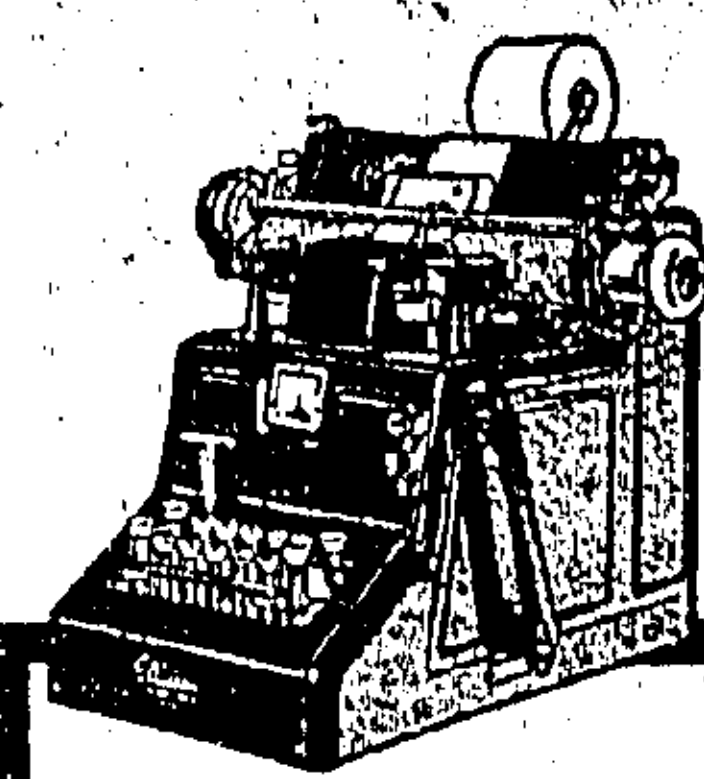
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DEATH

MACASKILL.—At the French Hospital, on the 2nd inst., at 1 p.m., Christina Spence, the dearly beloved wife of K. R. Macaskill, Hongkong and Whampoa Dock Co., Ltd., Funeral will pass the monument at 5 p.m. to-day.

ACKNOWLEDGMENT.

Mrs. G. R. Haywood begs to return thanks for kind condolences, flowers and attendance at the funeral of her late husband.

The
Hongkong Telegraph.

SATURDAY, SEPTEMBER 3, 1927.

FALSE "ECONOMY."

Yesterday, in the course of our remarks upon the Budget, we regretted the Government's announcement that it could no longer assist enterprising bodies with schemes of development "no matter how desirable they might be" because such a decision amounts to the shutting out of all private development schemes which might reasonably expect help from the administration. That, we think, is a very negative kind of policy. And on reading through the speeches of His Excellency the Governor and the Hon. Colonial Secretary a little more closely than we had time to do yesterday, we find what we consider is an altogether regrettable over insistence on "economy." Perhaps there are few words in the English language so often misapplied as the one above quoted and to scrap improvement and development schemes of public importance is not to economise but to jettison. It is significant that His Excellency, in stating that the Government has no intention of calling a halt in the development of Hongkong (regarding which he so proudly dwelt on the past) could only cite the construction of the aerodrome at Kowloon City and the dredging of the harbour as proof of it. Of course, many more small items of expenditure could have been cited, but the Government confesses, in the words of Mr. Southern, that in cutting the coat according to the cloth there has "resulted a somewhat tight fit." If we might continue with the simile, we suggest that elbows are not even covered and that the man within the coat is left very cold and starved.

"We must not jeopardize our financial stability" says the Government spokesman, just as though by maintaining a consistent policy of development there were any real fear of that. We suggest that the

very contrary viewpoint is the right one, namely, that it is only by development and improvement of public works, buildings, roads, harbour, etc., that we shall get back to the full swing of progress and growth that has unfortunately been arrested during the past two years. Our Government proposes to raise a paltry \$5,000,000 by loan to pay, in part, for certain works and then expresses the hope (surely, with tongue in cheek) that "the burden of interest and sinking fund will not weigh heavily on the community." We share the opinion of many that the loan is far too small, that the term of repayment is too short and that this Colony can easily afford and would greatly benefit from a very substantial mortgage on its future revenues by undertaking needed development now. We suggest that as the Government acknowledges its first duty to be "to foster the recovery of trade by every means in its power" it can best do that by assisting private development schemes (not starving them), by improving the port's facilities and by quickening the spending of private money by spending its own. It is asserted, and correctly we think, that there is lots of money in this Colony awaiting remunerative employment, either in trade or in building or in some other way which promises a return, and we are convinced that the Government is not helping the flow of that money by closing up, almost as tight as an oyster, on its own programmes of expansion. Less than \$2,500,000 has been set aside for public works extraordinary next year, a sum, which compared with the total expenditure of over \$22,000,000, and with the huge sums spent in recent past years on development, is unnecessarily small. We shall hope to see some Unofficial criticisms of this policy of wholesale stoppage. It is wise to "economise" we agree, but is it wise to cease growth?

The Bias Bay Raid.

The hope generally expressed that the authorities at Hongkong would take immediate action in the case of the latest piracy of a British ship, the s.s. Yatshing, has been realised; the raid carried out in the Bias Bay region on Thursday, and fully reported by us yesterday, proving the intention to back up the threat previously made, that such outrages would meet with early punitive measures. The pros and cons of this form of action, without any co-operation by the Chinese authorities, have been discussed before, but it may be repeated that British naval expeditions against pirates in the Chinese coastal regions are perfectly justified when the Canton Government, nominally the body in authority in the district under discussion, are unable or unwilling to take any steps themselves. On the previous occasion of naval action against pirate haunts, there was a foolish Chinese protest, engendered by agitators, which was so absurd that it met with early repudiation. It is well known that the majority of Chinese approve the steps which the British have taken, and many of the merchants who are victimised daily by freebooters on various waterways in Kwangtung, would no doubt be glad if Britain's navy could do for them what their own administrators have signally failed to accomplish—the stamping out of piracy and brigandage. In the case of the raid on Thursday, it is indeed gratifying to know that the Hongkong authorities had definite information that the men concerned in the pirating of the Yatshing were inhabitants of Fan Kong village, and that a number of houses owned by pirates were destroyed. It may be emphasised that the whole idea of the expedition was to punish men who were known to be pirates, all law-abiding villagers being uninvolved. No doubt this form of action will encourage the peaceful villagers to "give away" the bad characters in their midst in future, rather than run the risk of suffering for others' misdeeds. It may even transpire that these immediate punitive measures will have the effect of urging the other inhabitants to give information so soon as they learn of something being afoot, and thus enable future pirates to be nipped in the bud. It may be, also, that the authorities here will be able to make more complete preparations in the future, and carry out more extended operations, thus ensuring that every house owned or inhabited by pirates is razed to the ground, and possibly drawing members of the notorious organisation into the net. There is an indication, in the manner in which the elders came forward and pointed out the dwellings of the pirates, that the fellow-villagers of these law-breakers are ready to see

DAY BY DAY.

TEACHING IS EVERY BIT AS HARD AS LEARNING.—E. G. Mason.

It is notified in the Government Gazette that the name of The Radio Communication Company (Orient), Limited, has been struck off the Register.

A Chinese aged 66 years, has been sent to the Kwong Wah Hospital suffering from injuries to his head having been knocked down by a rickshaw in Temple Street.

H. M. the King has approved the appointment of the Hon. Mr. J. O. Hughes to be an Unofficial Member of the Legislative Council, vice Mr. H. W. Bird, resigned.

H.E. the Governor has appointed Mr. George Harold Thomas, M.D. B.Sc., to be Assistant Superintendent of Police (Reserve) and be in command of the Motor Cyclist Section, Hongkong Police Reserve.

It is notified by the Harbour Master that the following system of marking wrecks will be adopted in future:—By day, by a green flag; By night, by a green light in a vertical line over a white light.

By removing a pane of glass from a window, thieves managed to steal a Decca Gramophone from the military quarters at Scandal Point. A report has been made to the police by Private Evans yesterday.

The Royal Garden Party at Buckingham Palace, a special Times photograph of which appeared in the Hongkong Telegraph yesterday, is one of the recent events depicted in the topical gazette being shown at the World Theatre to-day along with Douglas Maclean's clever mystery comedy, "Seven Key to Balldale."

We are glad to be able to announce that Major E. J. Barkham has very kindly consented to give an organ recital in the Cathedral on Friday, September 9th, at 5.30 p.m., in aid of the Organ Fund. Those who have heard the short recitals before the evening service on a few Sundays lately will no doubt be glad to hear Major Barkham give a longer recital. Mrs. Balcan is very kindly playing the violin at the same time.—Cathedral Notes.

Jackie Coogan's latest picture, "Johnny Get Your Hair Cut," will be screened at the Queen's Theatre for the last time to-day, when the Broadway Follies will again appear at all performances. To-morrow the big picture at the Queen's Theatre will be an amusing farce called "Money Talks," and the Broadway Follies will submit an entirely new programme, including the "Arctic Ballet," a pleasing interpretation of polar ice skating by the entire company.

The Peak Church had a window blown out in the storm on August 20th. The Committee of the Church is ordering a Memorial Window for the East end in memory of Mr. and Mrs. Edward Bowdler. The window has been designed by Messrs. William Morris & Co., of Westminster and depicts the Ascension of Our Lord. The window is to cost £200. Mrs. Steadman has sent a donation of £50, and Mrs. P. L. Knight £10, towards the cost, and the Committee will be glad to receive further donations, either from those who knew Mr. and Mrs. Bowdler or from those who desire the beautification of the Church.—Cathedral Notes.

EXCHANGE RATES.

	London, Sept. 2.
Paris	124
Geneva	25.21
Berlin	20.43
Oso	18.57
Helsingfors	19.34
Buenos Aires	47.15/16
Hongkong	1/11 1/16
New York	4.86 1/32
Amsterdam	12.13 1/4
Stockholm	18.10
Vienna	34.48
Madrid	28.73
Bucharest	7.85
Bombay	1/5 1/16
Yokohama	1/11 1/32
Brussels	34.92
Milan	89.65
Copenhagen	18.16
Prague	16.44
Lisbon	21.1/32
Rio	5.27/32
Shanghai	2/5 1/32
Silver (spot and forward)	25.3/16

—British Wireless.

the last of them, and would welcome their entire elimination. To some it may appear that very little has been accomplished when viewed in terms of the effort expended, and the number of ships and men employed; yet it is evident, from the way in which the Chinese of Bias Bay district have come to fear reprisals, that a very good moral effect has been obtained, and that valuable cumulative results may be expected from Thursday's expedition.

TOY BALLOONS.

The Other Side of Paris.

There are balloons of all colours and sizes. They add a note of gaiety to the green background of town trees. They are like the rich fruit and flowers of those trees. Gorgeous and gigantic, they blow and blow, and give conscious delight to the children, and perhaps less conscious delight to the adult population, strolling by the park gates.

Usually they are at the park gates, or in the parks themselves, but they are also to be seen on such frequented promenades as the Champs-Elysees. They come, like the tulips, in the springtime, and like the tulips of the Tuileries, swaying and nodding in the wind, are the emblems of fancy, of happiness, and of hope.

Or they are to be observed as one wanders along the boulevards, held in the hands of tiny tots, who have accompanied their nurse or their mother on a shopping expedition. The large emporiums, one may suppose, are not purely intent on business. They sell their wares, but they take every opportunity of giving away, without financial consideration, these airy symbols which provide momentary pleasure.

Smooth, shining, multicoloured bubbles they are, blown into the bright sunshine. It is the spectacle of the balloons which persuades one that Paris, often regarded as sophisticated, really retains something of its old naive childlike enjoyment of simple things. The childlike quality of the French capital has, indeed, frequently been commented upon, but it is expressed by nothing better than its thousands of balloons.

The vendour of balloons is usually a woman, though it is sometimes a man. She—or he—carries a long pole at the end of which are clustered scores of swollen pink and blue and green balloons. The whole looks like a huge stalk topped by gigantic blossoms. While she, or he, remains, Paris will preserve a modicum of that fantasy which marks the French. There are delightful people who pretend that this love of fantasy is disappearing. They say it is menaced by the modern rush and rattle. Menaced it may be, but that it persists is proved by the street processions of Mi-carême, by the elaborate dressing-up of the popular festivals, and by the balloons.

Around the balloon vendour stand open-mouthed children. They look longingly on the nodding spheres. The hurry and scurry of daily existence flows on. The traffic proceeds in a thick slow stream. The tramcars clatter, the taxicabs try to dart in and out, the impassible policeman, steel-helmeted, on an impassible horse, calmly directs the vortex of vehicles. But there, a few paces from the road, are embowering foliage and fountains, and

against them a bunch of balloons struggles to escape into the gun-blue sky.

The little boy, or the little girl, pleads with the mother or the nurse. Perhaps there is a minute's opposition, for the purchase of a balloon must not become a matter of course, must not become a commonplace everyday event. It must be a rare treat, or it will lose its charm. The glamour will go as quickly as a balloon explodes, if possession is not something to be obtained in face of resistance.

But the mother means to buy a balloon, and her face brightens. She approaches the vendour, and the child receives the gift with ecstasy.

Now the balloon trails behind the child on a long string. It tugs softly at its moorings, and the child clenches its little fist with unnecessary energy. Somehow the balloon, though but a toy, conveys the idea of aspiration. It would soar into the sky. It wants to be free, to mount above the leaves, to ascend to some giddy height nearer the sun.

There is fun in watching its flight, but there is fun too in feeling its straining on the leash. Balloons are made to mount, but before they fulfil their function they must provide a tethered pleasure, a milder amusement of anticipation.

In spite of the effort to keep the balloon down, it sometimes emancipates itself. There it flies suddenly, a gay blob against the blue. The child hardly knows whether it experiences dismay or rapture. It is fine to see the balloon fly so softly, so gracefully, but it is sad to lose this symbol of delight.

It was so good to possess it, and it is so hard to lose it. Yet balloons which are kept to the ground too long will shrivel and come to an inglorious end. It is better, perhaps, that it should take its upward course, and that the child, craning its neck, should gaze at it as it mounts beyond the tree-tops, becoming smaller and smaller to the eye of the boy or girl, who watches, with a curious emotion, its ascension career.

Up and up and ever up! It may vanish from sight, leaving the imagination mystified. Or it may suddenly burst in mid-air, disappearing swiftly somewhere in the empyrean. But there are other balloons bunched together in multicoloured beauty, swaying like gigantic flowers on the huge stalk of the vendour.

It is all very childish, you say, but for my part I hope I shall always be childish enough to rejoice in the vendour of balloons by the gates of the Luxembourg Gardens or in the Champs-Elysees, and in the conflicting emotions of the child who possesses and then loses one of these smooth coloured bubbles. S. H.

DOLLAR BOATS.

THE NEXT SAILINGS.

The s.s. President Lincoln of the Dollar Steamship Line will arrive from Seattle and Victoria via Yokohama, Kobe and Shanghai on Sunday afternoon, Sept. 4th, 1927. She will sail for Manila on Monday, Sept. 6th, 1927, at 6 p.m.

The s.s. President Jefferson, of the American Mail Line will arrive from Manila on Monday, September 5th, 1927, at daylight. She will sail for Victoria and Seattle via Shanghai, Kobe and Yokohama on Wednesday morning, September 7th, 1927, at 4.30 a.m.

DOG BITES.

TWO CASES YESTERDAY.

A dog belonging to Mrs. Woodward has been sent to Ma Tau-kok for observation, having bitten the small daughter of Mrs. Woodward, aged 4. The little girl is now being attended by Dr. Newton, of the Kowloon Hospital.

A black and tan mongrel dog belonging to Lance Sergeant Munn, of the 25th Heavy Battery, Stonecutters, has also been sent to Ma Tau-kok for observation after the animal had bitten Private Neves of the same regiment. Private Neves is being attended to by the military doctor at Stonecutters.

WEEK-END WEATHER.

PREDICTED TO BE FAIR.

The Royal Observatory forecast up till noon to-morrow states:—"South-west or variable winds, moderate to light; fair."

WATER METERS.

NEW SCALE OF RENT.

It is notified in the Government Gazette that the regulations made by the Governor in Council under section 23 of the Waterworks Ordinance, 1903, are further amended by the rescission of Regulation 5 and the substitution of the following regulation therefor:

The following rent shall be paid into the Treasury for the use of meters:—

	Per annum.
4 " Meter	\$60.00
3 " Meter	39.00
2 " Meter	27.00
1 1/2 " Meter	20.00
1 " Meter	13.00
3/4 " Meter	11.00
1/2 " Meter	8.00
3/8 " Meter	6.00

The said rent shall be payable yearly in advance.

Rent for any portion of a year shall be calculated on the basis of a monthly rate, equal to one twelfth of the annual rent, and any portion of a month shall be counted as a full month.

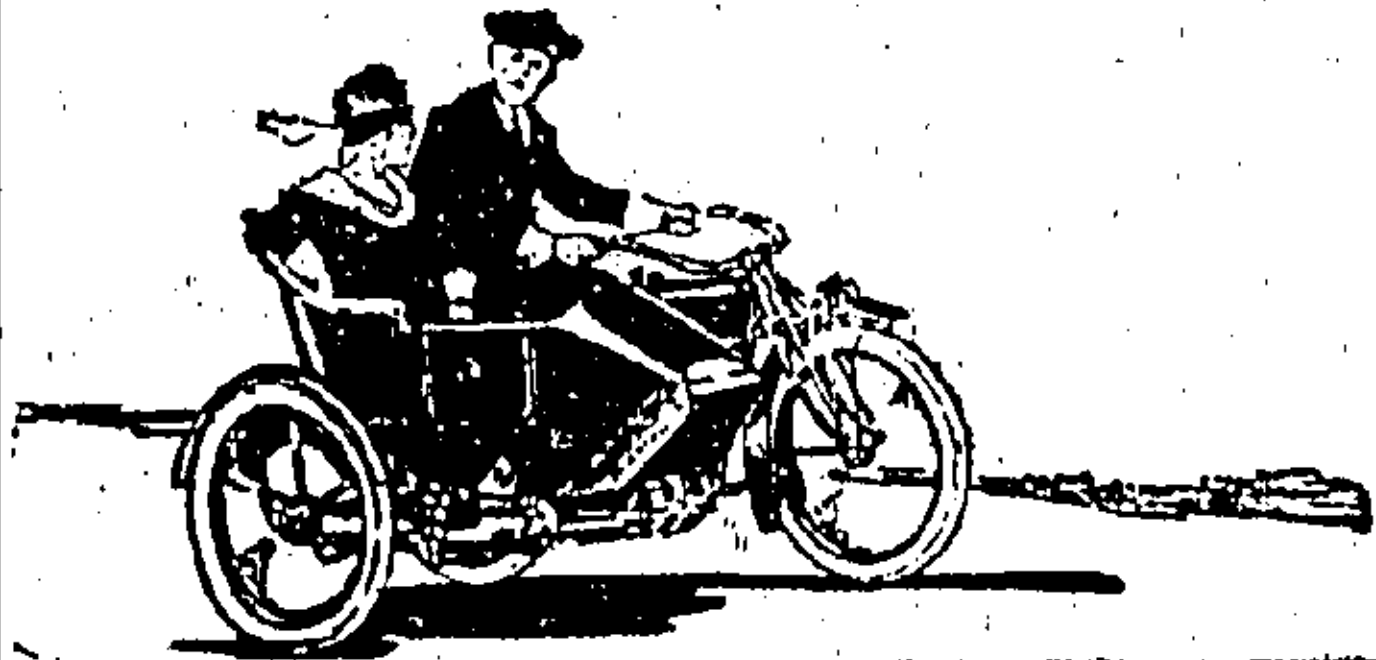
In the event of the removal of a meter (otherwise than for the purpose of repair, alteration or testing) the Treasurer will, on production of the receipt for meter rent and a certificate by the Water Authority as to the date of removal of the meter, refund a sum equivalent to the rent for the unexpired portion of the current year, exclusive of any portion of a month.

The Water Authority shall be entitled to prescribe the size of meter which shall be fixed for measuring the supply to any premises.

This regulation shall come into operation on the 1st day of January, 1928.

Captain Bingham, of the 1st Batt. Queen's Regiment, reports the loss of a gold watch valued at \$50 from his mess at Bishop's Place, Lower Albert Road. The theft is believed to have occurred late last night.

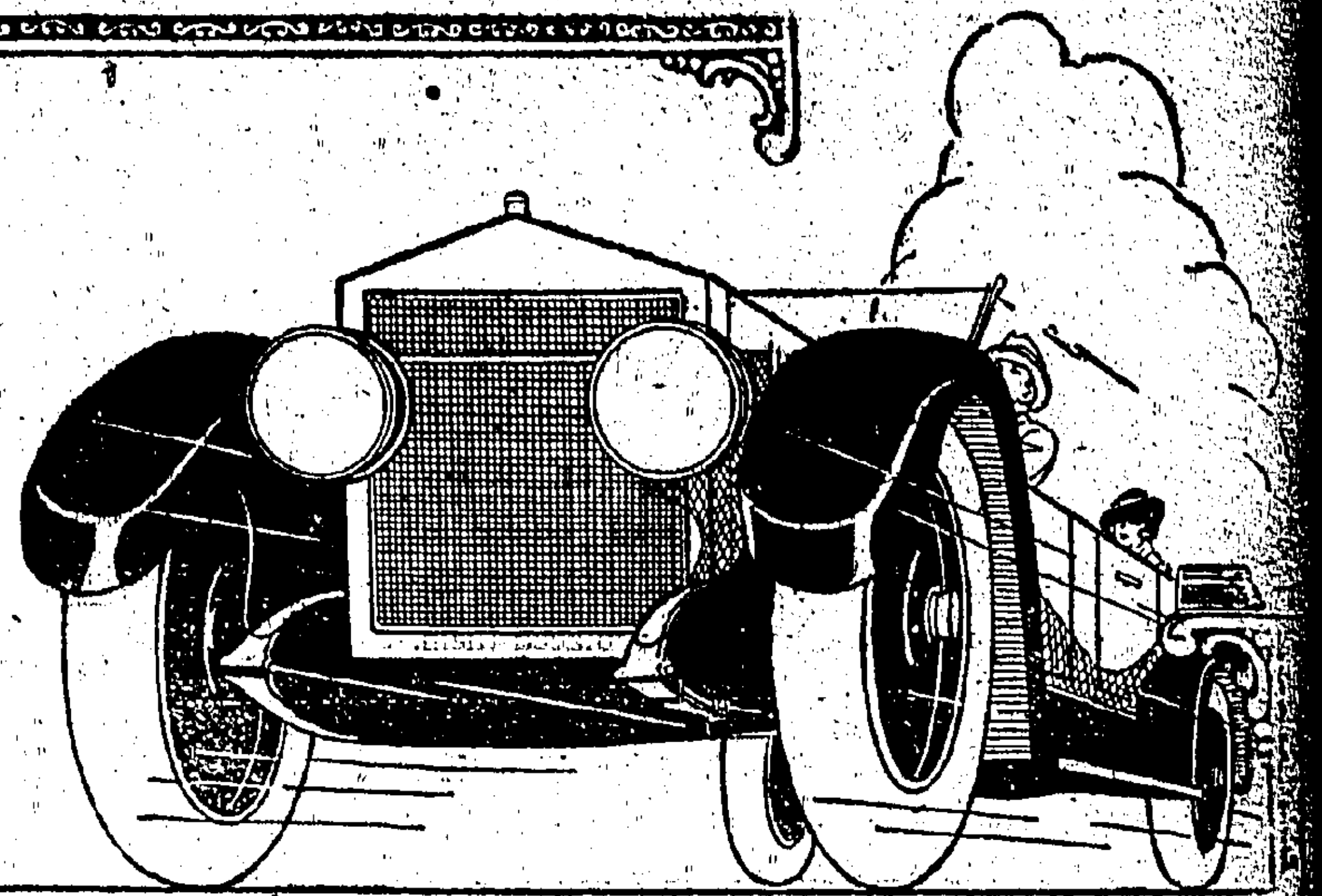
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 3rd SEPTEMBER, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



M. K. A. A. Handbook.

The revised edition of the handbook issued by the Hongkong Automobile Association has made its appearance, and has already been distributed to members. This new edition proves a most useful reference to matters pertaining to local motoring, and also contains much valuable information to those who may contemplate taking a car abroad. Traffic regulations are given, and various interesting articles go to make the book useful to members, a revised list of whom is published in a separate form. The whole production reflects great credit on the Honorary Secretary who is to be congratulated for having compiled such an attractive reference work. If there are any members who have not yet received a copy, they are asked to communicate with the Rev. G. S. Upsdell, c/o The Hongkong Telegraph.

Local Conditions.

Motorists who who have had the opportunity of motoring in other parts of the Far East, especially the northern ports, generally speak of the contrast in conditions when compared with Hongkong. We sometimes grumble concerning roads, traffic control, etc., but from all accounts, Hongkong is years ahead of such cities as Shanghai, Tsingtao, Tientsin, Dairen, and many others. Only this week, we had an opportunity of discussing local conditions with a prominent resident who has recently returned from a northern trip, during which he undertook motor tours in and around all of the cities mentioned above. Shanghai, we are assured, has nothing to boast about in regard to its traffic control, standard of driving, or roads. Especially on the outskirts are the thoroughfares most unsuited to motor traffic on account of badly conditioned surface, ruts, pot-holes etc. At Tsingtao the "right-hand rule" is followed, which, although quite alright when generally adopted, is liable to cause confusion when motorists arrive from other districts. Dairen, however, is calculated to turn the hair of a Hongkong motorist grey! The left-hand rule obtains in the city itself, but immediately a vehicle leaves the city for suburban, the right-hand rule comes into force. The majority of drivers seem to vie one with the other in dare-devil driving, much to the consternation of the motorist, such as our informant, who thanks to adequate and efficient traffic regulations, has been brought up in the way he should go. Such a tour is of value in comparing not only the roads, but the standard of driving of all licensed drivers. In Hongkong the degree of the latter appears to be most satisfactory.

Kowloon Side.

We trust that the P. W. D. will be reminded of that consoling old adage—"It's an ill wind that blows nobody any good," when considering the alteration to Kowloon's landscape as a result of the typhoon demolishing the Taxi Company's garage. When proceeding towards the ferry at the point where the garage stood, the road badly needs widening, and that this has been previously agreed upon is indicated by the fact that trees planted along the footpath, take an oblique line

across the path crossing towards the recent boundary of the building. It is to be hoped that after the debris has been removed, the path will be allowed to follow the original intention when the trees were planted, as this will cut away the present bottle-neck which naturally hinders traffic.

The Autocar.

The Autocar is now being sent by bulk direct to the office of the H. K. A. A. and future deliveries will be by the office messenger. This will explain a slight delay in the receipt of the latest number, which has just come to hand. Deliveries will be made to members within a day or two.

"Cutting In."

Several complaints have recently been received concerning the dangerous practice of "cutting in," and in some cases, deliberately swerving to the right of the road when a following vehicle has signified its desire to pass. During the week, a case was mentioned at the Magistracy of a car overtaking another vehicle proceeding in the same direction, and when about to actually pass, the front vehicle swerved to the centre of the road thus obstructing the following car. The passengers in the offending vehicle apparently treated the matter as a great joke, but the Magistrate rightly pointed out that such foolishness might easily cause a serious accident. It is not every case which reaches the Court, as the majority of people are reluctant to prosecute. It is only fair to state that a certain type of professional driver appears to be mainly guilty of this offence, although there may be a few exceptions. No driver has the right to object to other cars passing him, unless it happens to be a controlled area, or a danger is caused by such passing. There are a few people who appear to be under the mistaken impression that they are "preventing" speeding by obstructing cars which wish to pass ahead of them, but to all such, we would mention that it is sometimes of vital importance that another car speeds up. A doctor may be proceeding to an urgent case, or a police car may be rushing to the scene of a crime. Whenever a car desires to pass another, the leading car should immediately give way, and should the overtaking by the other vehicle be considered in any way dangerous, the number should be taken and a report duly made to the Traffic Department.

The Beacon.

Sufficient time has passed since the erection of the traffic beacon at the crossing of Pedder Street and Des Voeux Road, to endeavour to form an opinion as to its usefulness. We think that those people who asserted that the system was both unnecessary and foolish, will be willing to compromise somewhat and agree that it has worked equally as well, if not better, than the previous method of control exercised by traffic constables. Drivers have now become accustomed to keeping to the right of the beacon, and the practice of cutting across the road has been stopped. Concerning the white lines, it is distinctly noticeable that the majority of pedestrians do carry out the intention of the scheme, and at busy hours, the more orderly flow of traffic certainly justifies the change.

CLEAN ENGINES.

Some Useful Hints.

(By Israel Klein.)

The little matter of cleanliness has a great deal to do with the proper running of the automobile.

There's the matter of a clean engine. To the lay driver, a matter of oil covering the engine doesn't seem to retard its activity in any way. For that matter, it doesn't.

But oil under the hood, except where it is supposed to be, means a dangerous dust gatherer to the auto mechanic—dangerous in that it might find its way through the slits and other openings to the inside of the engine.

And there the trouble begins.

Furthermore, oil is harmful to such parts as the hose connections in the cooling systems. It rots the hose and produces a leak in the cooling apparatus.

In hot weather, we can't afford that.

To prevent this, of course, keep the entire engine clean. But rotting of the hose with oil can further be prevented by applying a coat of shellac and then a layer of tape and shellac on the hose connections.

Gasoline, applied with a brush or cloth, will clean accumulations of oil from the engine. Kerosene, also, may be used.

An air and gasoline spray can be obtained to force the accumulated oil and dust from the inaccessible places.

At the same time, various joints about the car may be cleaned with gasoline, but care here must be taken not to remove the grease from the effective parts.

For instance, the hood hinges get filled with the oil sprayed from the engine, and that seeps out to the top of the hood. Here the oil may be cleaned from the top, but left within the hinges to prevent squeaking of this part whenever the hood is lifted.

The same is true of the door hinges. After a long drive, a layer of dusty oil may be noted covering the hinges that jut out from the body. This can't just be wiped off. Gasoline must be used. But this must be done with care, so that the hinges may remain greased.

After a long run, especially over dusty roads, the engine and other parts of the car may be coated with oil-soaked dust. This can't be washed off with water. Gasoline is the washing fluid to use.

By keeping the engine, hinges and other parts of the car clean, the motorist not only has a presentable automobile but is preventing deterioration, especially in the moving engine parts.

The fine dust accumulated from the road somehow finds its way into the crankcase, and up into the cylinders, scoring the walls, causing oil to get past the pistons more easily and hastening the death of the car.

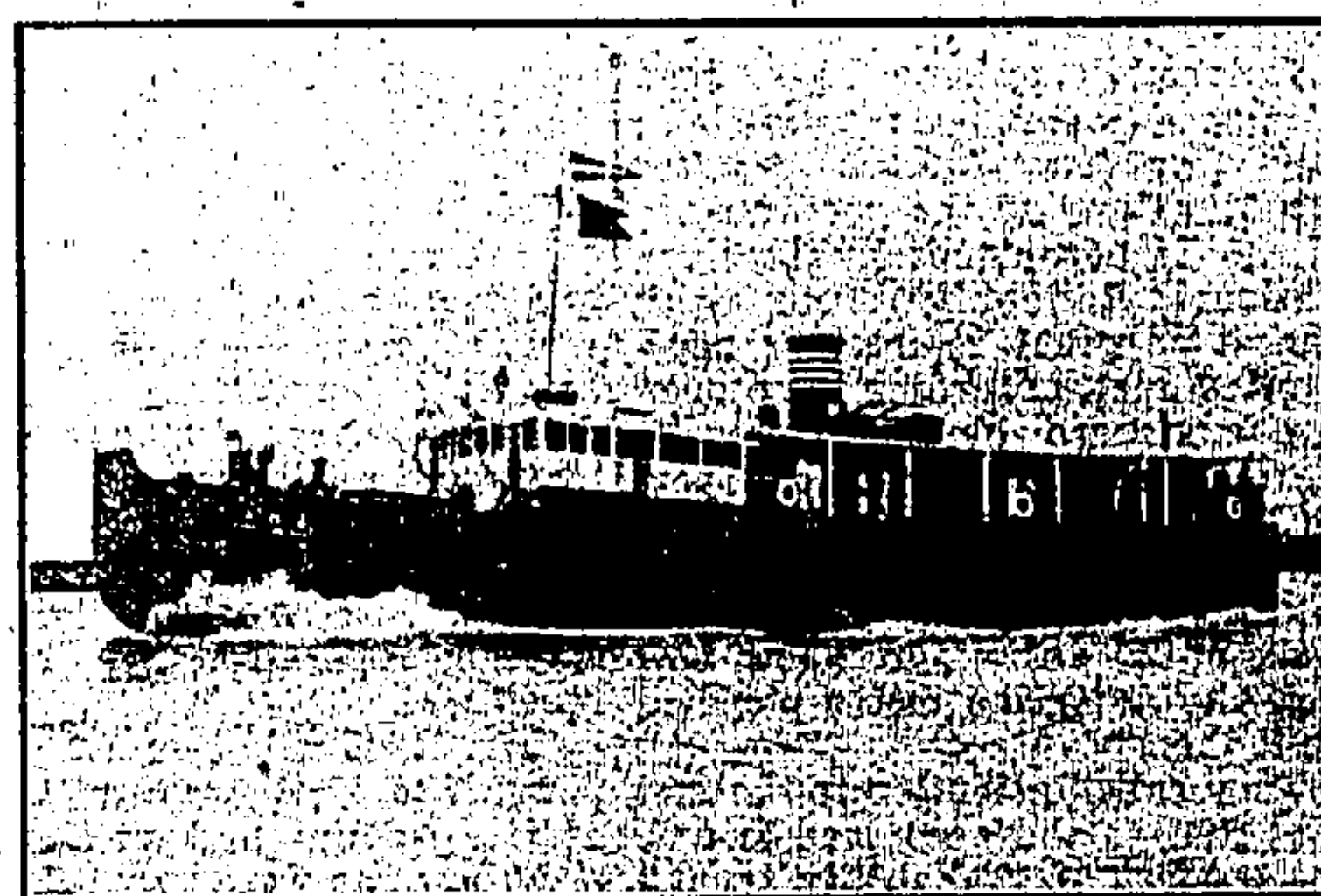
ADOPT U.S. METHODS.

American quantity production methods are being used in the manufacture of a new German automobile, called the Brennbabor. It is a six-cylinder product, priced far lower than any similar car in Europe.

NEW SHALLOW-DRAFT VESSEL FOR YANGTSE.

Constructed and Engined on Semi-Diesel Principle.

SATISFACTORY PERFORMANCE ON
TRIAL TRIP.



We reproduce above a photograph of the new twin screw semi-Diesel shallow draft motor vessel Chialing Maru taken on her official trials which were held recently.

The Chialing Maru has been specially designed and built by the Shanghai Dock & Engineering Co., Ltd., to the order of the Nisshin Kisen Kaisha for low water service between Ichang and Chungking and the further reaches of the Yangtze up to Suifu. She is 136 ft. long overall, 24 ft. in breadth and 6 ft. 6 in. moulded depth, carries 140 tons deadweight on about 4 ft. 9 in. draft and has been constructed under the survey of the Japanese Government Surveyors and British Corporation for the Survey & Registry of Shipping, and will be classed in this society for their special river class.

On the upper deck forward accommodation is provided for the captain, chief engineer, with four two berth cabins for first-class passengers, and cabins for chief purser, steward, two pilots and 24 Chinese first-class aft, while spacious accommodation is placed on the main deck for 48 Chinese third-class passengers and for the native engineers and crew.

The Machinery.

The machinery in this vessel consists of two Gardner two cycle semi-Diesel vertical engines, each developing 300 B.H.P. at 290 revolutions, which were installed under the supervision of Mr. F. E. Martin, a Gardner expert attached to the staff of the local Agents, Messrs. Dodwell & Co., Ltd.

The present Gardner heavy oil Engine is the result of many years original research, supplemented by the 30 years' experience which the

makers have had in building an enormous variety of types and sizes of oil engines.

The auxiliary machinery consists of a Gardner 5 H.P. single cylinder engine direct coupled to a 3.5 H.W. Lancashire dynamo. The dynamo shaft is extended to drive through a clutch a small auxiliary air compressor for pumping up the air bottles should the air at any time be lost due to carelessness, etc. This lighting set, over and above the normal requirements of the ship's lighting, has a sufficient reserve power to supply the searchlight which is installed for use in the Gorges.

The Official Trials.

During the official trials, which were held last Thursday on the seven mile reach in the presence of Captain Takeshita, Marine Superintendent to the owners, Captain Shimomura and Captain Wakushima, Japanese Government Surveyors, and Captain Laloe, representing Messrs. Eisler, Reeves & Murphy, Surveyors to the British Corporation for the Survey & Registry of Shipping, the vessel attained a speed of 12½ knots, and throughout the whole trials the engines ran remarkably free from vibration and noise, and the silencers, made from Gardner's latest improved design, acted in a very efficient manner.

The bunker capacity of 14 tons is sufficient to do the round trip from Ichang to Chungking and return to Ichang, thus avoiding the necessity of bunkering at intermediate ports. In comparison with steam driven vessels of similar size the bunker space required is very small; thus giving considerably more space for cargo, which should prove very beneficial to the owners.

—Ez.

PACKARD TESTING.

New Proving Ground.

The Packard Motor Car Company has just completed a new proving ground with a two and a half mile concrete track which is said to be one of the fastest motor speedways in the world. The course is the same length as the famous Indianapolis speedway but is oval in shape, instead of rectangular with corners rounded. The easier turns are banked at such a steep angle as to permit of far greater speed than is possible on the Hoosier course.

The new testing plant embraces 400 acres of ground which will, it is believed, leave ample room for development beyond the present comprehensive plans, if further means or methods of testing are discovered later.

Provision has been made for a large airplane landing field inside the speedway oval. Plans runways in this field will be of considerably greater length than at the landing

field maintained by Packard for years and only abandoned with the acquisition of the new property.

At the track, which represents the very latest thing in reinforced road construction, a combination gate lodge, garage and testing Laboratory is nearing completion. It will provide, with the outdoor equipment, every known facility for the testing of automobiles.

The gate lodge part of the building has living quarters for those in charge of the grounds and fully equipped quarters for engineers and testers.

Because of the high speed possible on the track, cars under test cover as many miles in ten days as they would in a whole year in the hands of the average automobile owner. The stamina of the cars is tested in this kind of driving as it is not possible to do even on the Indianapolis track.

The entire proving grounds equipment, including the track is another step taken by Packard to insure the best possible performance, safety, satisfaction and long life in its cars.

GOOD NEWS

WE HAVE PLEASURE IN ANNOUNCING THAT THE 1928 HARLEY-DAVIDSON MOTOR CYCLES ARE DUE HERE ON SEPTEMBER 20th., SO WHY GET A 1927 MODEL WHEN YOU CAN SECURE A 1928 MACHINE?

Many Improvements.

For further details telephone K. 1242.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K. 1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Lubricating Guesses Steal Engine Power.

Have you ever said, "Motors are so perfect nowadays that it doesn't matter much what oil I use?"

Or, "I drain off the old oil every thousand miles so I'm protected even if I don't use Mobiloil!"

These are lubricating guesses. And they are wrong.

It is true that motorcar engines are better in design construction and materials than they were five years ago.

But—high speeds are more common. In some cars the pistons travel up and down twice as fast as they did in the 1922 models.

That means twice as many chances for dangerous friction—twice as much possible wear to prevent—twice as much need for correct lubrication.

You cannot afford to guess when it comes to lubrication.

Your oil must be correct in body to fit the needs of your engine. The quality cannot be too high. And frequent draining must be a part of the programme in scientific and economical lubrication.

Mobiloil users have had too much experience with Mobiloil to risk guess work lubrication with ordinary oils.



GAROLINE
Mobiloil
(Make the chart your guide)

VACUUM OIL CO.

WHITE TOPS COOLEST.

Research in the Bureau of Mines at Pittsburgh reveals that white automobile tops are much cooler than those of other colours. Also, it was found that occasional sprinkling reduced the temperature by 8 to 12 degrees.

RIGHT OF WAY.

Of the 53 cases of accidents listed by the Automobile Club of Southern California, breaking the right of way rule got the greatest percentage. Figures show that 23 per cent. resulted from violation of this rule.

For Any Need Or Any Road

WHEREVER the need is felt for a thoroughly serviceable all purpose Light car, there you will find the Austin Seven. No other car in the world can do the same job for so little an outlay. Every time you turn your head you see an Austin Seven. They have replaced many big cars—but no big cars have replaced them.

The Austin Seven is the only car in Hong-kong that has a resale in 1 hour's notice. Whether new or three years old. When you buy an Austin 7 you buy an automobile, not a toy.

JOIN THE RANKS OF AUSTIN ENTHUSIASTS TO-DAY, by paying the few dollars which bring one of these famous little machines to your door. Balance to suit YOU. What could be fairer? Stocks carried. Terms to suit.

ALEX. ROSS & Co. (China), Ltd.
Prince's Building. 2 floor.—Ice House St. Entrance.

THE MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

BEFORE INSURING CONSULT US ON OUR COMPREHENSIVE POLICY

Local Agents:—
THE UNION TRADING Co., Ltd.
York Building. Phone C. 587.

CHINA UNDERWRITER, LTD.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

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**Announcing
New Arrivals**

of

B. S. A.
MOTOR CYCLES

Model S27 4.93 h.p. O.H.V.

Model L27 3.49 h.p. O.H.V.

Model B27 2.49 h.p. De Lux

Our economical handling cost, complete stock of spare parts, and efficient service ensure complete satisfaction to every B.S.A. rider.

Lead the way on a B.S.A.

Sole Agents:

THE SINCERE CO., LTD.

STUDEBAKER CARS IN AUSTRALIA.



This fleet of seven Studebakers is in daily use in and out of Melbourne, Australia, transporting excursion parties to the various resorts in the Australian Alps, Lakes, and Gram-plans.

An interesting example of the popularity of Studebaker automobiles in foreign lands where inadequate railroad facilities restrain the vacation tourist from visiting out-of-the-way resorts may be found in a fleet of Studebakers owned by the Swanston Motor Tourist Bureau in Melbourne, Australia.

The Swanston bureau offers vacation or "holiday" tours to the Australian Alps, Lakes, and Gram-plans, all of which abound in majestic natural scenery and beckon the

city folk away from their urban lives each year. Half-day trips, whole-day trips, week-end tours and extended motor trips into the most picturesque places in the State of Victoria are to be arranged through the Swanston service. Many places of beauty that cannot be visited by rail are on the bureau's routes. The Swanston Bureau, the oldest touring service in the State of Victoria, operates a fleet of Studebaker touring cars and on all of the bureau's advertisements may

be found the phrase, "All tours by luxurious balloon tyred Big Six Studebakers," which gives a black and white idea of the popularity of this type of automobile in Australia. Road conditions in the territory covered vary from what Australians call "fair to good" to what they call "pot-hole" or a "little rough," but the officials of the tourist bureau have selected American cars because of their superior strength, power and economy of operation.

AEROPLANE'S TOUR RECALLS EARLY MOTOR CARS.

Automobile makers have read the series of reports printed in *The Christian Science Monitor* recently showing the performance of the 14 aeroplanes in the third National Reliability Tour with almost as great interest as aeronautical men, according to automobile engineers here. They declared that the performance report on the flying machines, if compared with the reports of the automobile "endurance" tours and tests of 20 years ago, show how well the American motor pioneers built them.

They called attention to the fact that just as the aeroplane is now the subject of "reliability" tours, so was the automobile, in the early days of its development, tested by runs over specified routes, with prizes for those motor cars which finished within the prescribed time without mechanical defects.

Sound Almost Funny Now.

In the yellowed and frayed pages of newspaper files 20 years old, accounts of the famous "Glidden Tours," then the outstanding event of the motor world, may be found. They relate in what is almost a humorous way in the light of the modern motor car, the effects of "thank y' ma'ams" upon the frail bodies of automobiles of that day and of the difficulties of the tourists in climbing the mountains or of braking their cars on the descending grades.

Yet the account of the Glidden tour of July, 1905, at a time when the automobile had been on sale for commercial purposes less than five years, indicates a degree of proficiency in its manufacture which compares favourably with the report of the national reliability tour for aeroplanes.

In fact, aeroplanes are now in their twentieth year of development, and the comparison between the results of the motor tour after less than five years of automobile production emphasizes anew the success attained by the pioneer motor car manufacturers who did not have the benefit of the years of experience with the gasoline motor which preceded the aeroplane producers' researches.

Kept Cost Records Too.
The *New York Herald* in July, 1905, speaking of the Glidden tour, said: "Throughout the trip, over

macadam, dirt, sand and rock roads, and over grades running up to 20 per cent, only three cases of broken springs were reported.

"Likewise, only three bent axles and two cases of engine trouble were reported. A majority of the competing machines made each day's run without a stop from start to finish and it was a rare sight to see a car halted at the roadside for repairs. More remarkable, the low cost at which light cars may be operated, has been a revelation.

"Mr. R. E. Olds, in a 16-horse-power Reo, kept a careful account of the gasoline and oil consumed and the costs were only \$12.40 for a 1,000-mile run from New York to the White Mountains."

On this last-mentioned trip, 30 motor cars with 108 passengers made the trip in less than two weeks, only two cars failing to finish, those being delayed by reasons foreign to motor failures.

Names, Old and New.

This record, engineers claimed, equals that of the third National Reliability Tour, in which 12 out of 14 aeroplanes finished, the other two being forced to land because of engine failures. It is to be admitted, however, that the air tour covered 4,000 miles, as compared to the 1,000 miles of the automobile tours.

In these early motor tours, inaugurated by Mr. Charles J. Glidden, contestants were set to the task of finishing certain sections of the tour each day, careful records of delays and failures were kept. From the account of the Glidden Tour of 1906, the statement is made in a dispatch from Bretton Woods, N.H., that "three Pierce Arrows finished with perfect scores and no repairs."

Interesting in this account are the names of many motor cars which have long since passed out of the picture. "Pope Toledoes," "Pope Hartford," "Metz" and other names which were by-words a score of years ago, dot the accounts of the tours, while at the same time, many of the cars which to-day have a record for staunch performance were, in their earlier years, giving promise of the future success by their ability to negotiate the hazards of the tour without breakdowns.

IMPORTING LESS.

Britain's Motor Year.

PROGRESS DESPITE STRIKE.

With the exception of parts and tyres, Great Britain's motor exports largely exceeded imports during the year ended June 1926.

This is disclosed in the twenty-fifth annual report of the Society of Motor Manufacturers and Traders of Great Britain.

During the year, 14,865 cars valued £3,233,510 were exported, while 12,075 worth £1,933,266 were imported. Of these 1,092 valued at £222,918 were re-exported.

Figures for chassis (both private and commercial) were: Exports, 17,224, £499,249. Imports, 10,436, £1,401,269. Re-exports, 187, £28,042.

Commercial vehicles: Exports, 11,148, £568,409; imports, 700, £117,190. Re-exports, 71, £14,868.

Tyres and parts, Exports: £6,343,111. Imports: £9,751. Re-exports: £881,051.

The normal growth of the industry was undoubtedly handicapped by the effect of the coal strike," says the report, which also points out that the mobility of mechanical transport was also fully proved at that period when railways were completely paralysed.

Comparison with 1925 shows that last year's motor imports into Great Britain were £4,423,967 less than the previous year, while exports advanced slightly from £13,500,668 to £13,544,279.

In conjunction with the annual Swiss automobile show held at Geneva, speed tests over the flying kilometre were held on the Eaux Mortes road, the competing machines being divided into touring and sporting models and subdivided according to engine size.

In the 1500 cc. touring class the winner was Scheiber on a Fiat in 11:17.190. Re-exports: 71, £14,868.

hour. Freidrich on a 2-litre Bugatti averaged 66.4 miles an hour. Schriener on Talbot in the 3 litre class won at an average of 66.8 miles. Segard on Panhard and Levassor was the fastest in the 5000 cc. class at an average of 85 miles an hour.



IF CLOTHES
MAKE THE
MAN

Then style makes the motor-cyclist. We have the best styled motorcycles; they have power, speed and class.

As a small peace-offering we will give the buyer of any of the following motorcycles the choice of an All Insurance Policy or a Speedometer fitted to his mount. In addition, we make a specially favourable price for cash.

This offer is for 30 days only, whether for cash or hire purchase plus 90 days free service on his mount.

It will pay you to buy now.

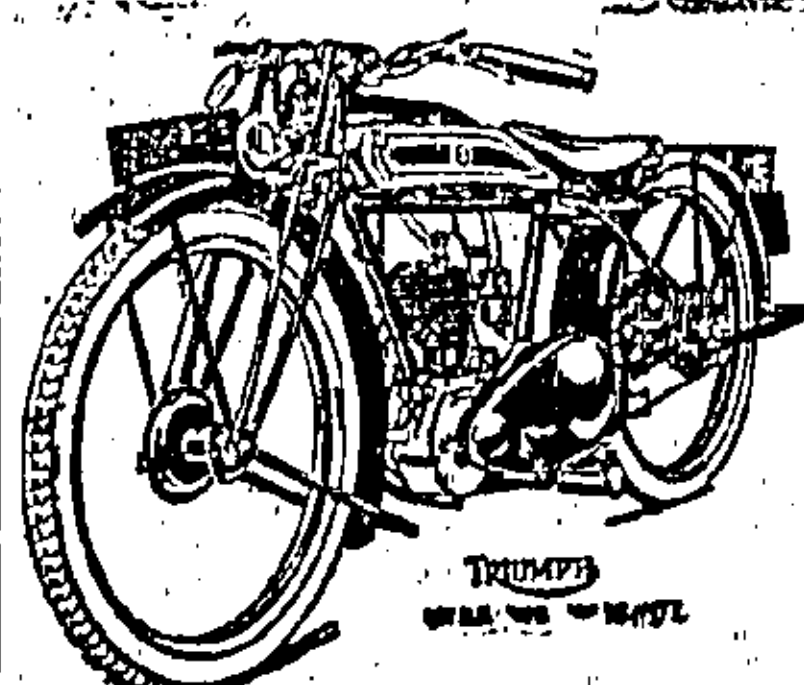
FRANCIS BARNETT

Model 4 £36.10.0.
Model 5 39. 0.0.
Model 9 45. 0.0.

A. J. S.

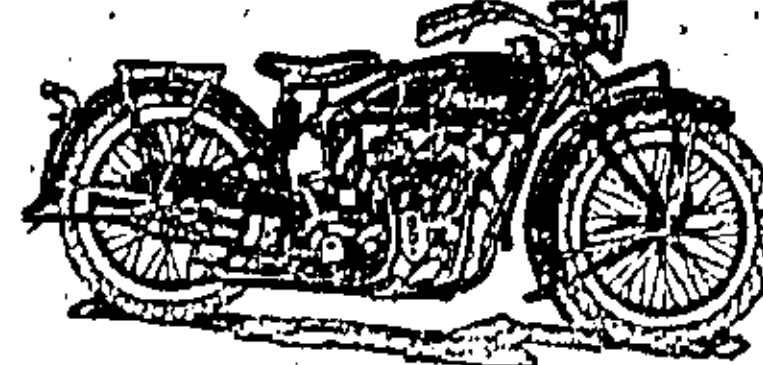
Model H1 £116.10.0.
Model H3 65. 0.0.
Model H5 61.10.0.
Model H6 65. 0.0.
Model H8 73. 0.0.

TRIUMPH



N. Standard £55.0.0.
N. De Luxe 60.0.0.
TT 83.0.0.
SD 72.0.0.

INDIAN



Indian Prince G. \$265
Indian Scout 330
Indian Chief 380
Indian Big Chief 390

DOUGLAS

Douglas EW. £59.0.0.

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerate!

We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

ALEX. ROSS & CO.
(CHINA), LTD.

Prince's Building. 2nd Floor.
Ice House Street Entrance.

CYPRUS IS MOTORING.

Since the island of Cyprus in the Mediterranean went to England after the war, it has greatly increased its motor registration. From a dozen in 1914 the number of its cars has gone up to more than a thousand.

AUTO ADVERTISING.

During 1926, 50 automotive concerns spent a total of \$42,000,000 on advertising in newspapers and magazines. These figures exclude cost of art and mechanical work—a substantial sum in itself.

HIGH POWER HEADS.

Use of an anti-knock compound in gasoline has brought out a special high compression cylinder head. It is believed that the auto manufacturer offering this type head, for this special gas, will be followed by others.

EXTRA FOR TRUCKS.

Automobile club officials are combating truck owners in their effort to nullify the Wagy bill in California, which imposes a higher tax on heavier trucks and reduces the tax on light trucks, for use of highways.

**Give your
high gear
some
exercise
on the hills
by using
the
gasoline
that brings
the mountains
down to
the motorist**



SOCONY
Gasoline
and
Motor Oil

STANDARD OIL CO. OF NEW YORK, 26 Broadway

MOTOR NEWS FROM GREAT BRITAIN.

Submarine Motoring—Reliability Trial.

(Special Report by R. A. C.)

New British Factories and Showrooms.

The expansion of the British motor industry is constantly being evidenced by the occupation of new factories, showrooms and offices. The makers of the popular Singer cars have recently taken over a big factory which, with its very up-to-date equipment, represents a value of about a million pounds. It was previously in the occupation of the Daimler Company, having been built only a few years back. It became available to the makers of the Singer upon their entering into a combination of interests with the Daimler. This followed on the amalgamation of the Daimler commercial vehicle interests with those of the Associated Equipment Co., resulting in the formation of the Associated Daimler Co. This last concern has a fine new factory at Southall, Middlesex, nearing completion and from the time of the amalgamation was, of course, able to utilise the big A.E.C. works at Walthamstow. This relieved the pressure on the Daimler Midland factories and rendered the transfer of the Coventry Road factory to Singers possible.

The Clyno Engineering Co. have now got their new factory at Wolverhampton into full swing. Very large extensions were rendered necessary owing to the demand for Clynos exceeding that of the previous season by over two hundred per cent. The new

factory is capable of handling a weekly output of one thousand two hundred and fifty complete cars. Of the Clyno output quite a large proportion is now exported, the world export both of the Clyno and of the Hillman being in the able hands of Messrs. Rootes, who recently took possession of their very imposing new premises at Devonshire House, London.

Considerable transformation is rapidly taking place in the Wolseley factories at Birmingham, as a result of the dynamic energy of Mr. W. R. Morris. Quietly, but at great speed, new machinery is being substituted for old, the layout is being improved in many ways, and the producing plant begins to bear that hallmark of efficiency which so strongly characterises all the factories under Mr. Morris's control. The production of the new six-cylinder Wolseley is proceeding smoothly and rapidly and should in the near future keep pace with the ever increasing demand.

Messrs. Shaw and Kilburn have, after an interval of three years, retaken possession of the Vauxhall showrooms in Great Portland Street, London, from which all their sales of Vauxhalls will now be controlled. It is now possible for them to keep a full range of models constantly on view, owing to the exceptional size and admirable arrangement of the showrooms.

Submarine Motoring.

A somewhat curious accident occurred the other day in London.

A car driving along at night by the Serpentine in Hyde Park got out of control, crashed through an iron fence, and plunged into the lake, carrying its occupants with it. By the time it stopped, the vehicle was under fifteen feet of water and some forty feet from the bank. There was, however, no difficulty in locating it, despite the darkness, as the search party found that all the car lamps remained brilliantly alight under water, casting a strong glow visible from the surface. This is high testimony to the lighting equipment, which was manufactured by Messrs. Joseph Lucas, and also to the Osram automobile lamps supplied by the General Electric Co.

The Humorous Side.

Though the British motor industry does not include any manufacturer who makes a practice of collecting stories told against himself and his products, one often hears of quite amusing incidents when talking motoring "shop." For example, the other day Major Segrave, after returning from America, where he astonished the world by travelling at over two hundred miles an hour on his Sunbeam, was recently held up in a traffic stop in London. When the policeman on point duty gave the signal to proceed, Major Segrave's attention was for the moment probably diverted to something else. Anyhow, he took off slowly and as he did so, the policeman, unaware of his identity, remarked good humouredly, "Hurry up, slowcoach." Major Segrave says that he has been called many things in his time but has never been called that before.

Mr. Frank Gray, ex-M.P. for the city of Oxford, who recently crossed Africa from Lagos to the Red Sea on a little Jowett car, recalls what he describes, with all his parliamentary experience, as the finest short speech he has ever heard. He and his companion had arrived at Germina "unkempt, unwashed, worn, weary, and with parched, cracked lips." They were met by Colonel Gregg, standing alone on this outpost of Empire. His speech was as follows, "You are Gray," he remarked, "you must want some beer."

A well known performer at London cabarets is described as "the Whispering Baritone." He was recently taken out in one of the new six-cylinder Singer cars, and remarked that he had never before realized that it was possible for any singer to be quieter than he was himself.

During some recent trials on Magilligan Sands, a 12/40 h.p. Star distinguished itself, winning, amongst other things, the "braking test." A contemporary made the unfortunate error of referring to this as the "breaking test," leaving its readers in doubt as to whether the Star, which is of course particularly notable for durability, had proved itself the easiest or the most difficult car to "break" in the competition.

Some time ago a paragraph in an "Overseas" paper referred to Messrs. Dennis of Guildford as the pioneers of the worm drive. It was probably a native sub-editor who, with a fine sense of grouping his matter according to its subject, put this paragraph next to a little advertisement of some sort of quack medicine which was recommended on account of its ability to drive worms out of the system.

A British daily paper recently published, next door to one another, two paragraphs. One mentioned the fact that among recent purchasers of Armstrong Siddeley saloon cars were three bishops and other well known clerics; the second paragraph referred to the installation of a special heating apparatus by the General Electric Company for the benefit of the inhabitants of the monkey house at the Zoo. The title of the second paragraph was "Cosy corners for monkeys." The compositor, unfortunately, reversed the two titles, and the action of the bishops is being awaited with anxiety.

Just one more which, though it does not concern a motor car, concerns a motor manufacturer and the general reputation of the products of the British industry for great durability. The Rover Company recently had a letter from a gentleman who considered he had serious grounds for complaint. In 1903 he had won a Rover bicycle in a raffle. The pedal of this machine had just broken after only twenty-four years use, and what were they going to do about it? If they did not replace the pedal free of charge there would certainly be trouble. The firm, in reply, generously offered to refund the cost of his raffle ticket.

On Track and Road.

This year the British motor industry has put to its credit some very remarkable performances on the road and track. First among those so striking as to draw the attention of the whole world was

of course, Major Segrave's achievement of driving his Sunbeam at over 200 miles an hour.

Perhaps the most spectacular performance of all was that of the Bentleys in the Endurance Grand Prix run on a 10½ miles circuit of French roads. In the early stages the team of three Bentleys went right away from most of the other competitors and lapped many of them. During the night a foreign car taking a bend carried away a wall and stopped across the road. Almost immediately the three Bentleys coming along at great speed piled themselves up one after the other, together with one or two other competitors. Only one of the three Bentleys was fit to go on with the race, and this only after replacing a broken wheel. My account of the accident is necessarily brief, but to anyone who wants a really vivid description I would recommend that published in "The Autocar," a member of whose staff was one of the two drivers of the winning car. This car, when it was able to proceed, had a handicap against it of about 63 miles as compared with the then leading vehicle, and moreover, had a bent front axle and half its lighting system out of use. Nevertheless it gradually wore down opposition, and during the last hour had the race in its own hands, in the end completing over 1472 miles in the 24 hours.

A very interesting event held at Brooklands is the Six Hours Race, the course including sharp artificially arranged corners and being originally laid out for racing cars only. In this race a normal A.C. Accedes with a fabric saloon body averaged nearly 58 miles an hour, in some cases reaching a speed of 76 miles an hour. The car already had a mileage of 15,000 to its credit, having been driven 9,000 miles by Mrs. Bruce in the Monte Carlo Rally and 6,000 miles in an R.A.C. trial. The engine was the normal 16/56 h.p. type as regularly fitted to saloon models.

The first place in the Six Hours Endurance Race was secured by Mr. Duller, the well-known steeplechase jockey, driving a 3-litre 4-seater Sunbeam, which averaged 64.3 miles per hour.

In the Sports Meeting held on Magilligan Sands in Ulster, a somewhat novel record was created, since the 12/40 h.p. Star led the field in six events for the second time, having captured exactly the same awards in 1926. These events included three speed trials, the acceleration test and the braking test.

In the 700 Mile Reliability Trial of the Royal Automobile Club of Western Australia, the Fourteen Armstrong-Siddeley was placed first in reliability, first in petrol consumption, and third in hill climbing.

The performance of British motor cycles this year have also been remarkable. A little time ago the rider of a 495 c.c. New Hudson broke four world's records on Brooklands track. These were all for machines not exceeding 500 c.c. and comprised the 5-kilometre, 5-mile, 1-kilometre and the 1-mile records, the speeds varying between about 103½ and 105½ miles an hour.

A very interesting event is the Six Days' Stock Trial for which the machines are selected from dealers' stocks by the Auto-Cycle Union. There were 62 competitors, of whom 52 gained gold medals and 36 came through with absolutely clean sheets; thus, the Triumph Co.'s team, including a lady rider, won a manufacturer's team prize and three gold medals, finishing the course without the loss of a single point. The model used was the new Triumph model N, with a capacity of 494 c.c. In all, four teams finished without the loss of marks and it is worth noting that all the machines in these teams were fitted with Renold chains.

The 3.49 h.p. O.H.V. Humbers formed in the Six Days' Trial a team which gained a team prize and three gold medals. Two similar machines entered in the Liverpool-Edinburgh-Liverpool Trial: both gained gold medals, and in the London-Land's End Trial, of five Humbers entered, four gained gold medals.

A very successful machine in sporting trials this year has been the Matchless model V, of 4.95 h.p. This has gained a first class award in every event for which it has been entered, and in about 90% of these events has taken the award offered for the best performance of the day.

The Melbourne agents of the B.S.A. recently carried through an extraordinary reliability test of a 4.93 h.p. B.S.A. motor cycle. This was selected by the local motor cycling organisation while still in its case, so as to ensure that an absolutely stock model should be used. It was then driven to Black's Spur, a notorious Australian test hill, and 100 ascents were made. The test took four days and a night, and the distance covered in the climbs was 731 miles, chiefly over wet slippery ground, in places amounting to a muddy morass. The hill is one a single ascent of which is regarded as no small achievement, on account of its danger and its terrific gradients.

MANY SPEED GEAR-BOX.

INGENIOUS DEVICE.

Control from the Steering Wheel.

(By Chiltern, in the Daily News.)

A variable speed gear, which, when fully developed, holds every promise of making it possible for the driver of a car to do all his changing of speed by the movement of a lever on the steering wheel—the same way as one advances or retards the ignition—and which will also simplify the delicate gearing problems of industrial machinery, has been patented by a London engineer, Mr. W. J. Gee, of Queen Victoria Street, E.C. Before many months are over it will be tested to destruction on a motor car.

Break With Tradition.

The gear breaks away from all known ideas. In it there are only two rotating gear wheels, both helical, one solid and the other divided into six sections, giving six speeds. Actually the patent makes it possible to obtain any number of speeds for any particular machinery or vehicle.

The driven wheel is the solid one and the driving wheel is the sectioned one. Each of the six driving sections is capable of a sliding side movement, and they are connected with a rotating ball joint, which is the control part of the gear.

Foot-Proof Change.

The drive is positive at all speed positions, and the helical wheels are in constant mesh, giving, with a simple but ingenious control cam, a foot-proof change. Neutral or free running is obtained by the control setting the two helical wheels so that the teeth of the sectioned driving wheel simply run through the teeth of the driven wheel, therefore transmitting no drive.

Gear changes must be taken in sequence. A jump cannot be made, say, from first gear to third or from third to sixth.

The gear change up to top or down to bottom can be prepared for in advance of the necessity for the change without movement of the clutch, and the change can be done at almost any speed. With its helical wheels the gears should be practically silent.

ROUND AUSTRALIA.

To Create Record.

TWO MEN IN A BUICK.

Using a Buick chassis, equipped with a body practically of canvas, Messrs. F. Woodward and B. Mayor have left Melbourne on a Round-Australia trip. They will travel by way of the coast route so far as possible and expect to accomplish the journey round Australia in an appreciably short time. The car they have chosen, a Buick, they consider is the most likely to give them the response of endurance and reliability that is so necessary on a journey of this nature.

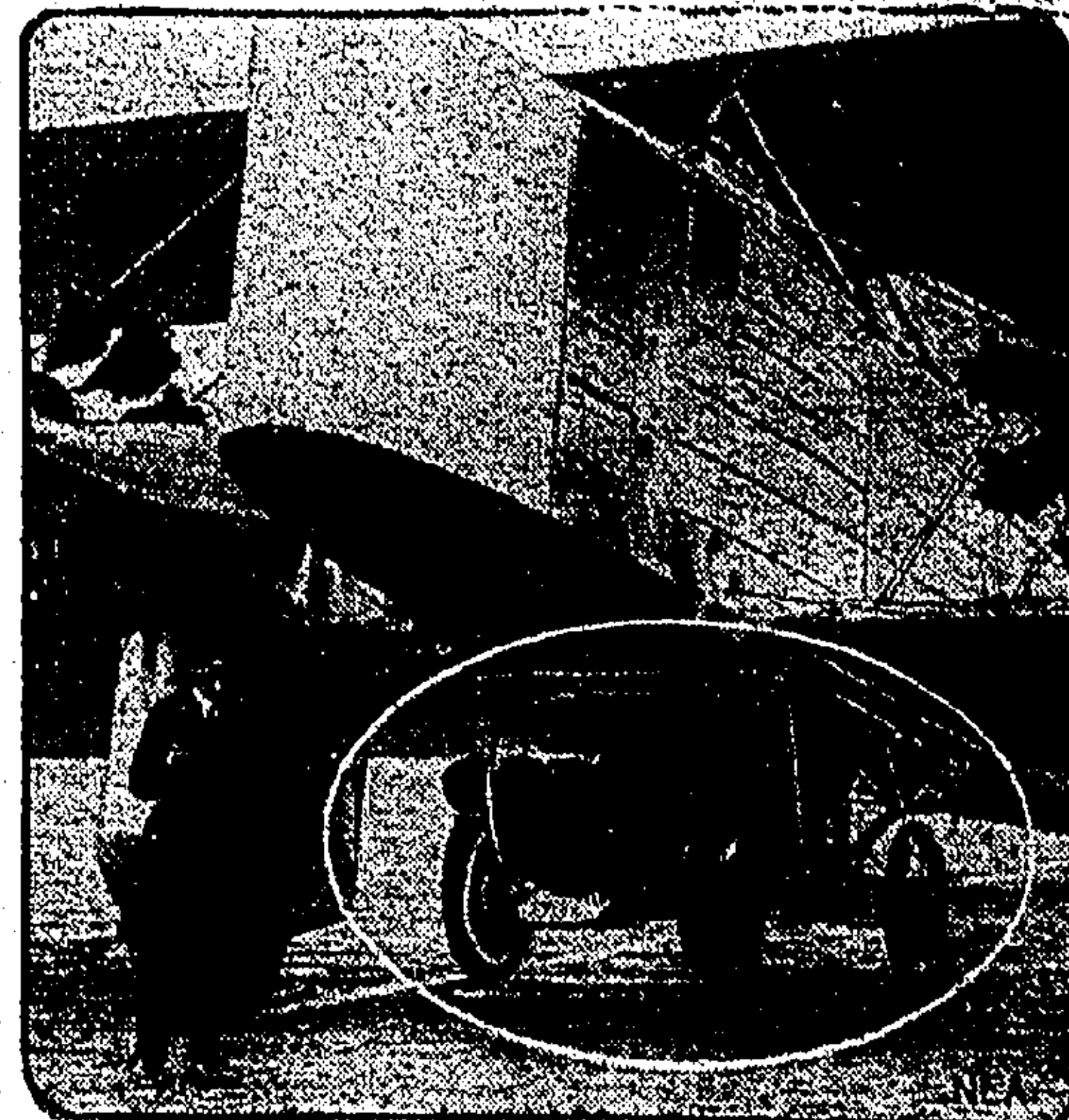
It is proposed to make it, so far as is possible, a non-stop run, by fitting provision for the relief driver to sleep over certain stretches of road.

The chassis is a standard Buick, the only difference being an open exhaust. Provision is also made for carrying 62 gallons of petrol, 12 gallons in the tank and 50 gallons in a drum. With this stock they consider that they will be able to travel 1,000 miles where necessary without fresh supplies. They also carry 2 gallon tins of water and their larder is chiefly canned goods.

They are setting themselves a brief time for the journey, and expect that, given decent weather conditions, they should accomplish it in record time. Arrangements have been made for petrol supplies. They consider that with the Buick car they will be able to successfully negotiate the tidal rivers of the North, as well as the razor-back ranges, treacherous gradients and long stretches of sand.

The route is by way of Mount Gambier, Adelaide, Port Augusta, Murat Bay, Madura, Balladonia, Norseman, Coolgardie, Southern Cross, Perth, Mullewa, Meekatharra, Marble Bar, Port Hedland, Broome, Derby, Wyndham, Darwin, Katherine, Camooweal, Cloncurry, Kyuna, Longreach, Barcaldine, Rockhampton, Gladstone, Bundaberg, Maryborough, Gympie, Brisbane, Ipswich, Toowoomba, Warwick, Maitland, Newcastle, Sydney, Goulburn, Yass, Gundagai, Albury, Wangaratta, Balla, Seymour, Melbourne.

AUTOS MAY NOW GO BY AIR.

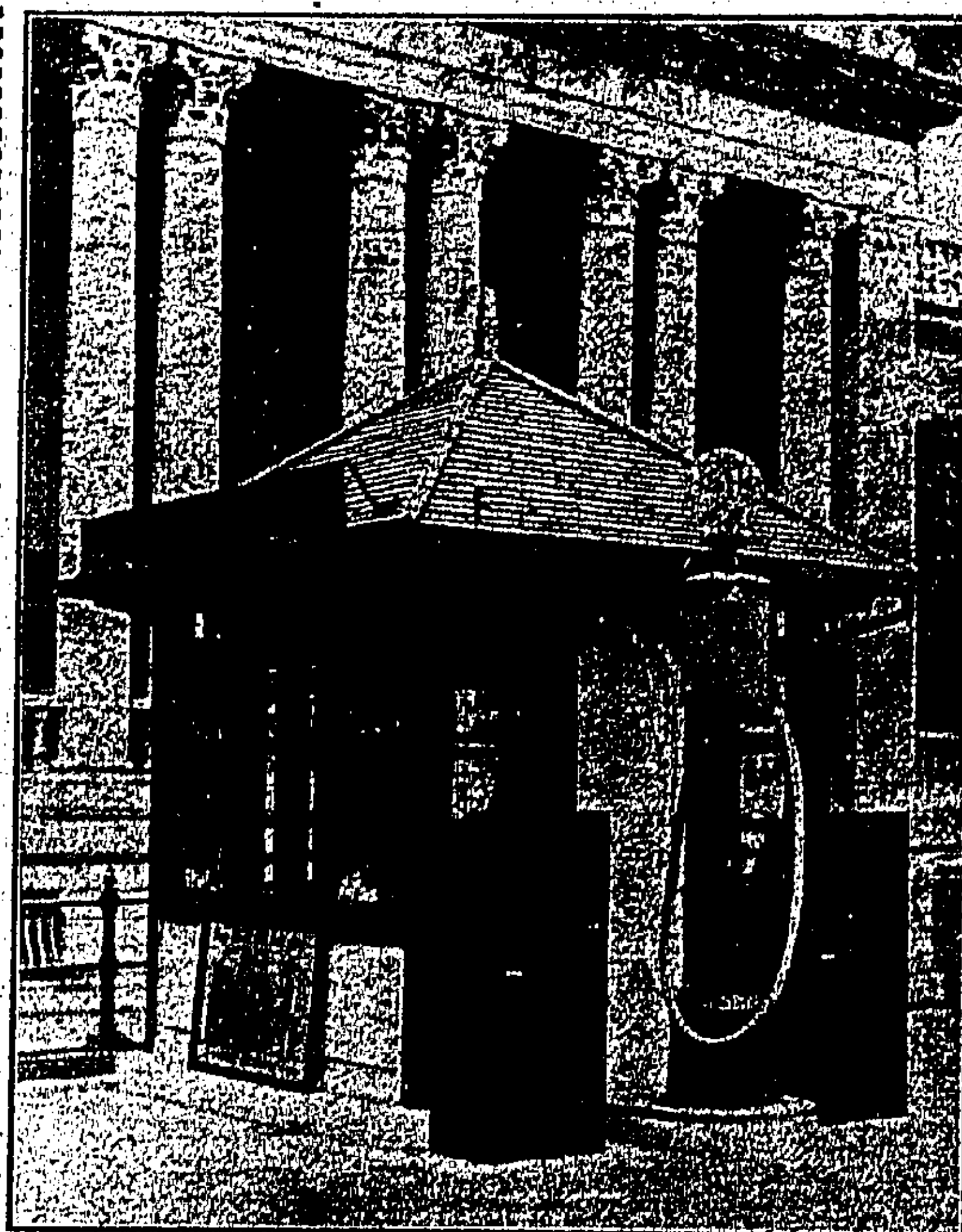


The above picture shows a motor car strapped to a Farman Goliath double-motored airplane in France, for delivery to its new owner.



MOTOR SPIRIT SHELL MOTOR OILS

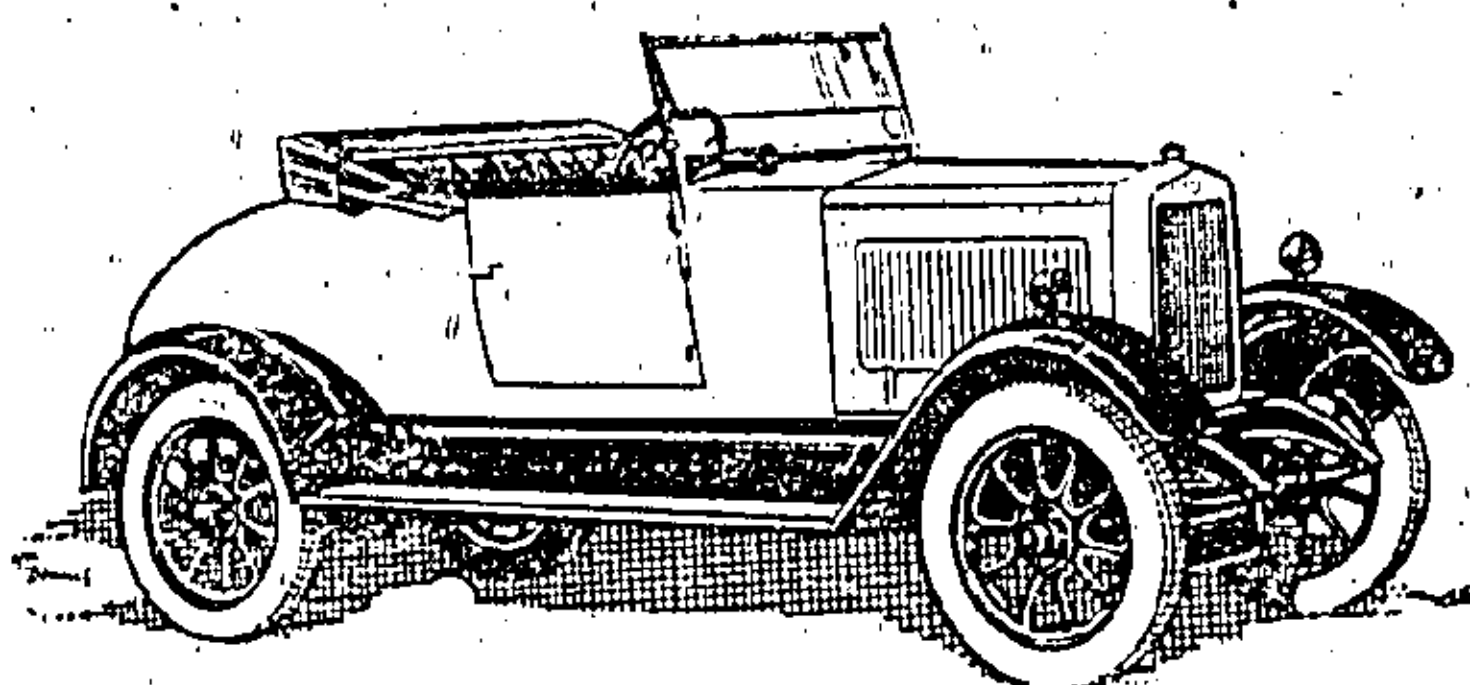
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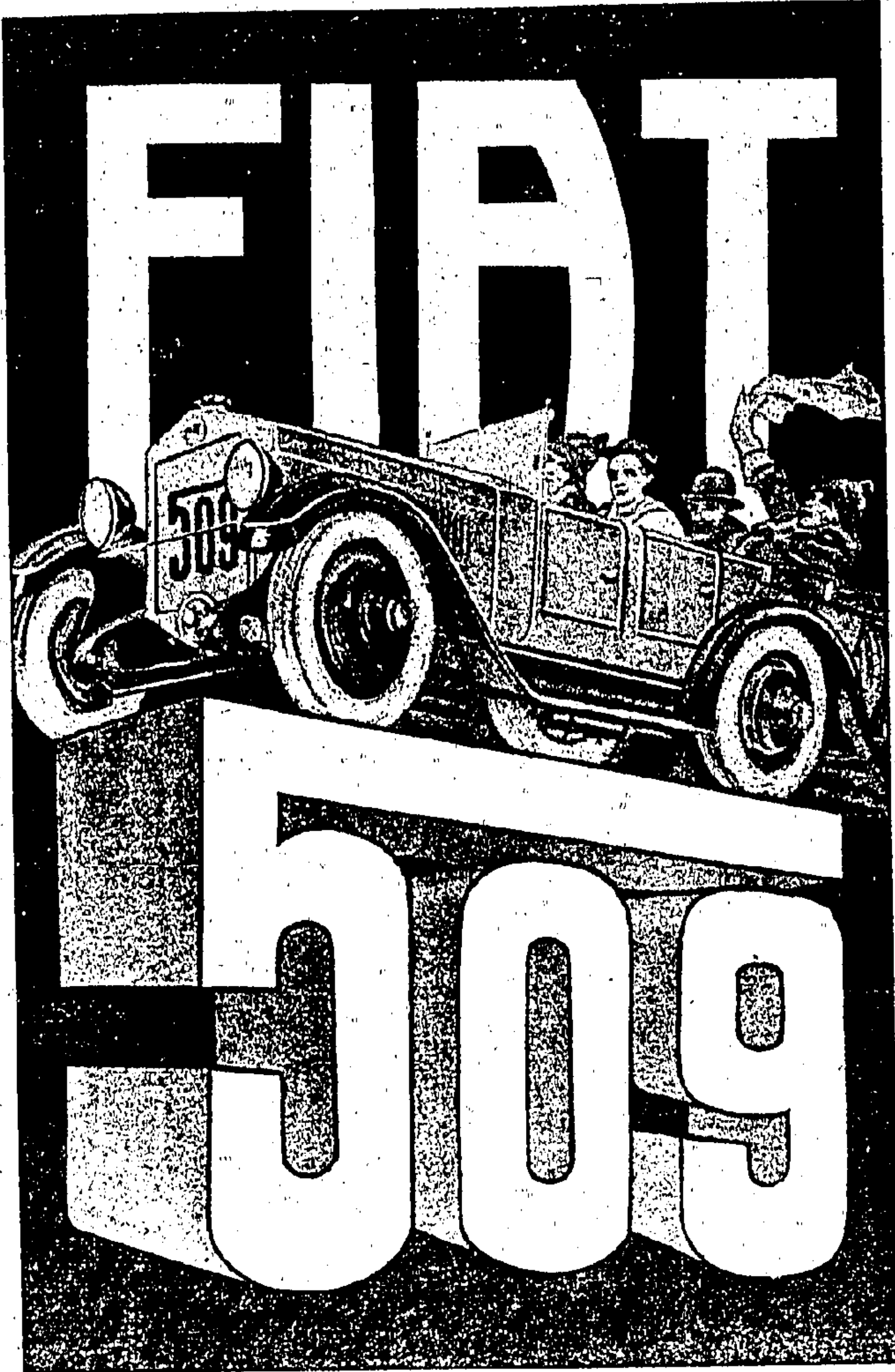
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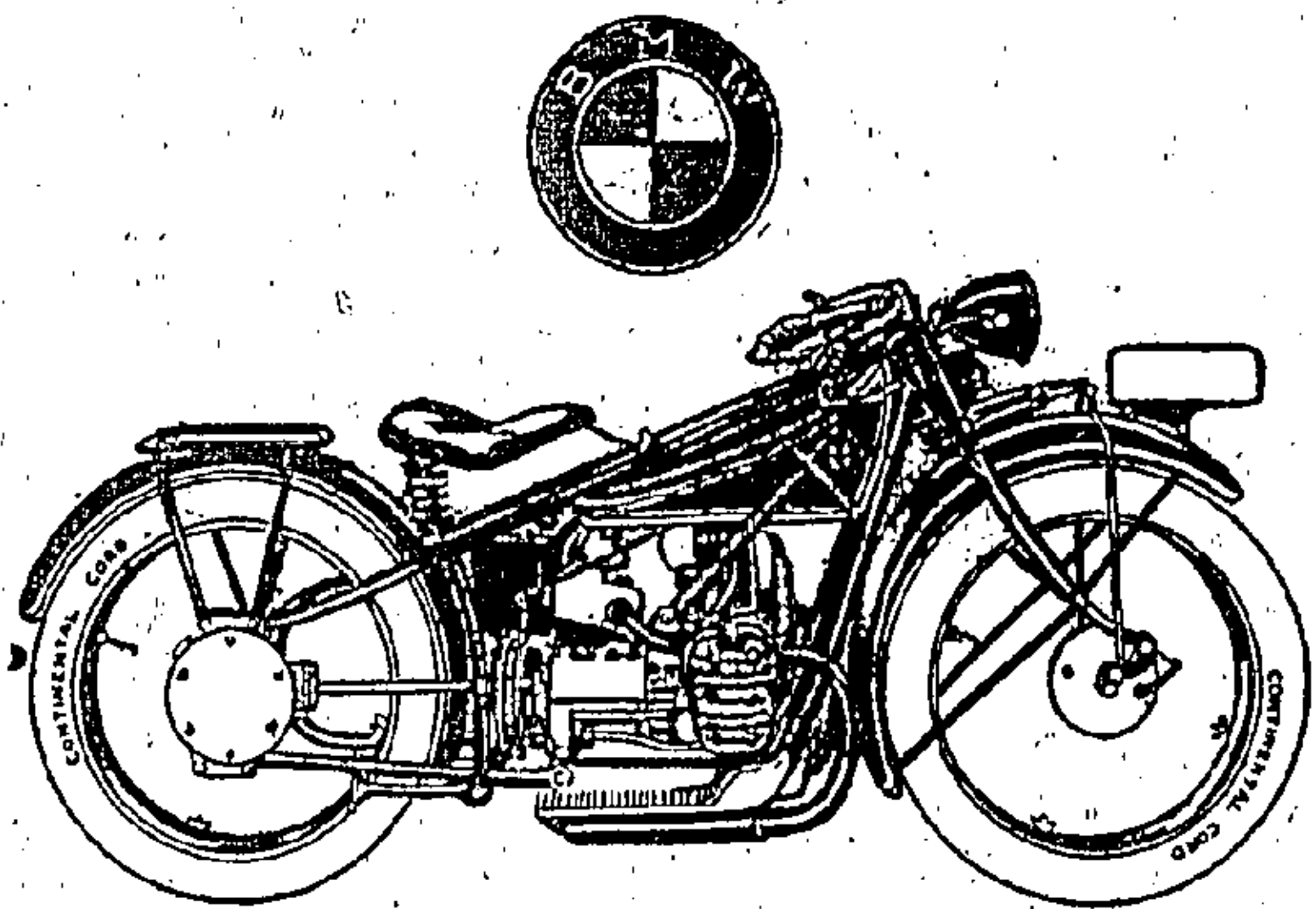
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

ECONOMICAL CARS BUT WASTEFUL ROADS.

In respect to the amount of power required to move a given car weight over them, roads vary from smooth, rigid ones of concrete, which call for a minimum expenditure of power, to the rutted and bumpy sandy or muddy ones, which absorb a maximum of power and intermediate between these two extremes are those with asphaltic tops, which "give" considerably, especially in hot weather; well bound, well compacted ones of gravel and the loose topped but level gravel road. The difference in tractive resistance between the best type and the worst type of road, above enumerated, is such that double the mileage can be travelled on a given amount of gasoline over the former than over the latter, according to recent reliable tests and it is credibly stated that one-and-one times greater mileage can be obtained on concrete than on fair gravel roads, other conditions being the same. The above figures, while not purporting to be exact, indicate strikingly the immense saving in fuel which improved roads bring about. Motorists expend much thought in selecting cars, which generate power efficiently and take great pains to keep them operating economically, but they seldom consider the influence which the character of the roads they travel exerts upon fuel consumption, although it is often a fact that the highly economical car, upon a road surface that is wasteful of power, uses more gasoline than the inefficient car on the best type of power conserving highway. Yet every motorist can do his bit toward insuring the efficient application of the power developed within his car, by using his influence in favour of the more rapid construction of the best types of hard surfaced roads. Poor roads are wasting gasoline faster than uneconomical engines are and will continue to do so until they are replaced by improved ones, thus imposing a continuous "gasoline tax" upon all who use them. The thoughtful motorist should study the situation and decide for himself, as one who takes a part in public matters, whether it would not be good ultimate economy for his city or State to speed up road building, even though large initial expenditures would have to be incurred in order to prevent a gigantic economic loss of gasoline. If his decision is in the affirmative, let him urge his local government to pursue a more active road building policy.

Valve Grinding and Carbon Removal.

Question: Is it necessary to grind engine valves each time that carbon is removed? My engine carbonizes badly, and I have to scrape the deposits out rather frequently. The instruction book says it is best to perform these two operations at the same time, but I seldom find that my engine's valves really need much attention. Answer: Probably the idea intended to be conveyed by your manual is that when the cylinder head is off is the convenient time to perform both operations, if they are needed. It is not necessary to grind valves that are seating properly, whenever carbon is removed, but it is advisable to remove carbon whenever the valves are ground, not only to get rid of its evil effects but to forestall the possibility of well fitted valves being held off their seats and burned by particles of detached deposits becoming caught under them. Scraping all incrustated parts, when grinding is done, postpones any likelihood of this happening for some time.

Changing Type of Pistons.

Question: What will be the effect upon an engine, which we are reconditioning, if we substitute light-weight cast iron pistons for the alloy pistons formerly used therein? These cast-iron pistons weigh about six ounces each more than the alloy ones?

Answer: It is somewhat risky making a prediction of this kind, particularly as you do not give us the name of the engine in question. No doubt its manufacturer had some reason for preferring alloy pistons and there may have been something about the design of the engine, which made their use particularly advantageous. Why don't you ask them how the proposed change would work out in their engine? It is possible that the heads of cast-iron pistons would run enough hotter than those of the alloy pistons to carbonize badly or cause preignition in this engine and it is also likely that these heavier pistons would

NEW LONGUEMARE CARBURETTER.

Horizontal Model
Available.

To all motorists who had experience of the early cars when motoring first began, the name of Longuemare will be familiar, and it is interesting, therefore, to observe that this famous firm has now come into the line with its rivals and is producing an instrument with a horizontal choke tube of modern type.

As the sectional drawing shows, the instrument is very simple, and a point is made of the fact that any jet can be removed with an adjustable spanner, as the jet proper is screwed into a plug with an external hexagon head. There are only two jets, the main and the slow runner. The latter, which functions only when the throttle is practically closed, is in effect a small carburetter, as the jet, which is fed from the main float chamber, feeds the inlet pipe through a small passage and is supplied with air in quantities regulated by a screw that can be adjusted by hand. The mixture thus provided is on the rich side to facilitate starting and slow running. As the throttle opens, the depression in the inlet pipe ceases to be concentrated on the slow running jet, which accordingly goes out of action, the main jet then commencing.

The main jet, as will be observed, is sunk below the petrol level, and above it is a chamber topped by a tube having at its upper end a tube is almost in the centre of the choke tube. While the slow runner is functioning, fuel passes through the main jet and rises to the level set by the float in the chamber above the jet, which thus corresponds to what is generally termed a well.

When the throttle opens and the depression in the choke tube commences to operate on the small hole in the diffuser the petrol in the well is rapidly supplied to the inlet pipe, thus giving a rich mixture for acceleration. By the time the throttle has been opened wide the whole of the petrol in the well has been passed through to the engine, as it can flow through the diffuser faster than fresh fuel can be supplied through the main jet. When the well is empty, therefore, the main jet alone supplies the necessary fuel. As this fuel passes the main jet and up into the diffuser it is broken up by air passing at high speed through the air passage shown in the illustration, and fuel mixed thenceforward flowing from the orifices in the diffuser.

slightly reduce maximum permissible engine speed and thus maximum output. This, however, is largely conjecture on our part.

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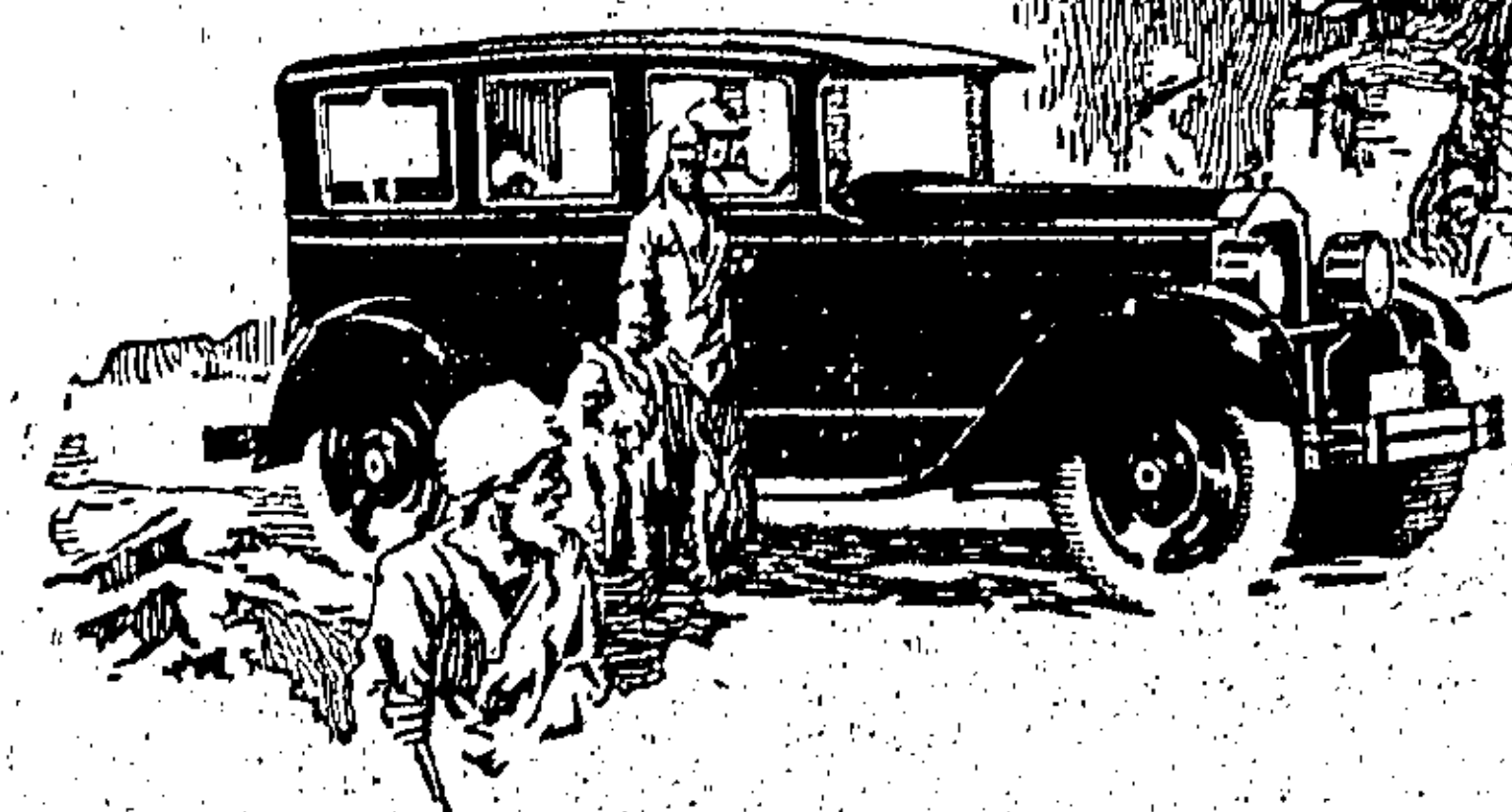
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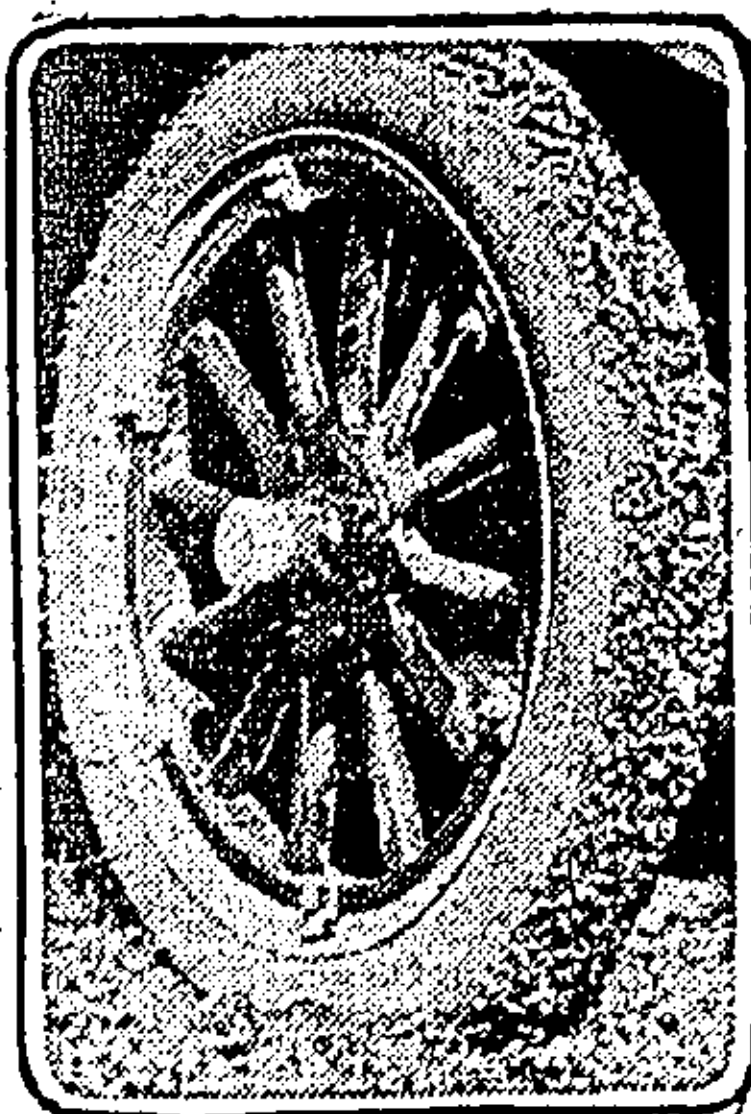
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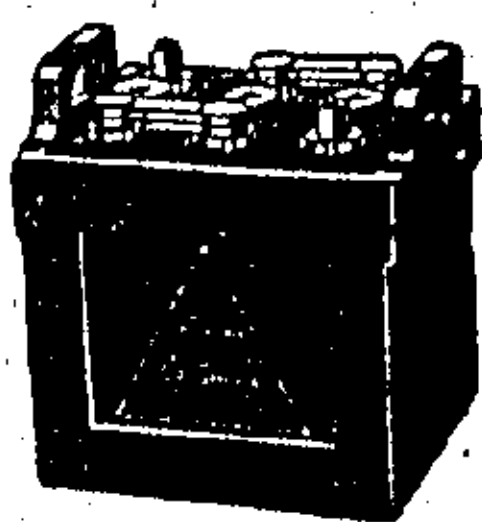
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**NORMA SHEARER DESIRES TO
QUIT FILMS.**

CONNIE TALMADGE LAUGHS.

Join the movies and see the world. That's Norma Shearer's advice to young men and girls who want to go places and see things.

"Aside from the navy and a travelling salesman's job, the movies offer more opportunity to visit various places than any other vocation," says Norma.

"When I first started working in pictures, I was surprised at the amount of travelling that was necessary to make a film. I was working in New York then. We used to go every place from Canada to Florida on 'location' trips. Since practically all of the large studios have concentrated their production in Hollywood, there aren't so many location trips now, but there are enough to satisfy even the most adventuresome person.

Miss Shearer, by the way, is the only cinema actress I have ever known who admits that her time on the screen is limited. To admit that you will not remain in the celluloid heavens indefinitely is an unheard-of thing in the movie town.

"I want to do one film that will stand out above all my others—then I will be ready to retire and live on my laurels from that production," she declares.

Norma objects to being called superstitious—but she is. She always drives to the studio via the same road because it has brought her good luck; she will not move into a more elaborate dressing room, which has been offered her on several occasions, because she rose to the top from her present studio quarters and is afraid to change; she must go into a picture feeling that it will "top" or it won't be a success; and she must go to a fortune teller now and then. During the early part of her career as a star, Norma fought for super-special productions of a serious nature. She didn't want ordinary programme films, especially those of a light comedy vein; but she was finally persuaded that they would be good for her. And now she shuns special and serious pictures.

"Be Yourself," says Constance Talmadge.

"So many persons seem anxious to convince the world that they play a pretty serious role in life," declares the blond comedienne.

"They like to give the impression that, at heart, they are really profound and full of deep thoughts if only the rest of humanity would take the trouble to understand them."

Miss Talmadge won't admit it—but she is probably referring to her fellow screen players. Somewhere in the neighbourhood of 75 per cent of them are just such characters.

"Playing serious isn't my way," remarks the actress. "I believe in laughter and the joy of living. I'm positive that the very best thing in the world is to make other people laugh. It's not easy, but it is wonderful when you succeed."

"I have been doing it all my life—kidding, laughing and trying to make others laugh with me. Ever since the days when Norma, Natalie and I grew up in the little wooden frame house in Brooklyn, I have been the family joker, and I'm glad of it."

Connie makes no pretence about being among the lofty intellectuals. She would rather dance than read a book—and admits it. The fact that she injects life into an endless string of parties proves that she never tires of them.

"People tell me that I should use my spare time more seriously than I do," she says. "They try to incite me to study psycho-analysis or something equally dull. I would rather play. Leave the seriousness in our family to Norma, because she is naturally that way."

"The movies offer a good example of human tendencies, especially among women. As soon as a girl begins to get somewhere playing in comedies, she immediately dashes off into drama. I have watched dozens of girls do just that very thing."

"And comedies are really more difficult to play than dramas. In comedy, the slightest over-emphasis turns a situation into a burlesque and it is ruined."

"But whether a person is in pictures or some other walk of life, he, or she, should fight down the urge to act at all times. If you are naturally of a serious temperament, be serious; if not, be funny. Noteworthy achievements which bring unknown persons suddenly into the spotlight mean only one thing in this hamlet of hollow make-believe."

No sooner is a feat accomplished than hundreds of producers, actors and press agents start saying to themselves "How can I capitalize off this fellow's prominence."

Thus Lindbergh beauty marks, Lindbergh shawls, "Spirit of St. Louis" monogrammes for sweaters

A CROSS CUT ON CHEST.

**MAN'S PLEDGE OF
REFORMATION.**

Remarkable evidence by a doctor concerning a patient who, in his opinion, was wrongly certified as a lunatic, was given at an inquest at Hampstead, N.W., on Gilbert Southwood Melkjohn aged 45, described as a journalist, of Ebury-street, Westminster, who was found shot on Hampstead Heath.

Dr. Oscar Parkes, of Hans-crescent, Chelsea, said he had known Melkjohn for about four years, lately as a patient. In 1924 he was certified as a lunatic and taken to West Park Asylum, Colney Hatch. He remained there for six months and then escaped.

"In my opinion," said Dr. Parkes, "he was not certifiable. I saw him at his asylum and I also saw the Lunacy Commissioners. I was prepared to help to get him out when he escaped. From that time his nerves went steadily downhill, and last June I received a letter from him telling me that he was in a very bad way."

Melkjohn was then staying at a nursing home. He returned to London for advice. He was much depressed and was working very hard on a book on lunacy reform.

The Deputy Coroner, Mr. Danford-Thomas: What were the circumstances in which he was certified?

Dr. Parkes: He had just then decided completely to alter his ways in many respects. In order to make some sort of definite binding contract with himself to be a teetotaler he had cut a small cross on his chest with a knife. He said: "It's just like the Crusaders. I made a cross on my own body to register this vow." It was partly on the strength of that he was certified—for self-mutilation.

Dr. Parkes said that Melkjohn had an extensive knowledge of masonic matters, although he was not a mason. "He told me that this knowledge came to him from people on the other side. He gave me a number of signs, and a friend of mine who is a mason assured me that they have a direct bearing on masonry."

Mr. Danford Thomas: You say that this man was certified without your knowledge?—Yes. He was undoubtedly temperamental. He was very strongly built, and rather than argue with a man he would always knock him down.

In your opinion, then, he was misunderstood?—Yes. After he escaped no effort was made to get him back to the asylum.

The police produced a copy of the official record, which stated that on June 24, 1924, the police were called to a house in Well-walk, Hampstead. Melkjohn was in a much excited condition, and suffering from flesh wounds in the chest.

He said he had inflicted them to purge himself and so follow Christ. He also declared that he had been fighting for the Army and Navy all day and he had got to fight his landlady and her daughter that night. There was no doubt the man had been drinking heavily. Four days later he was seen by a lunacy justice and a medical man, and certified as dangerous.

Mr. Danford Thomas said there was ample evidence that Melkjohn's mind was unbalanced. He was in various troubles and difficulties both in the way of health and finance. A verdict of Suicide while of Unsound Mind was recorded.

have put in their appearance. Stars hastened to have their pictures taken wearing the various emblems in order to "horn in" on the vast amount of publicity being given the Atlantic conqueror.

"Riding in western America is not a pastime, it is merely a means of getting from one place to another." Such is the way Philip Strange, young English actor, sums up horsemanship in this country. "In England we pay particular attention to form while riding. It is very important there. But in this country, people pay no attention to form—they just ride."

Chester Conklin's success before the camera may be traced to a job he had in a St. Louis bakery at the age of eighteen. The proprietor, a German, had a long mustache which made Chester laugh every time he looked at it. That mustache he has copied for his present day make-up.

Will Rogers is funny—everyone admits that. But he will have to do some acting in his next picture, "A Texas Steer." The reason is that Louis Fazenda has been signed as his leading lady—and Louise is funny, too.

Jesse Lasky thought he was doing a smart stunt when he sent letters to newspaper editors throughout the country asking them to assist in his search for a girl to play the part of Lorelei, the gold-digger in "Gentlemen Prefer Blondes." But he got a "hot" reply from W. O. McIntyre, editor of the Danville Ky. Advocate. McIntyre stated that Kentucky had no gold-diggers and if there ever were any in the state they have departed for Lasky's own city.

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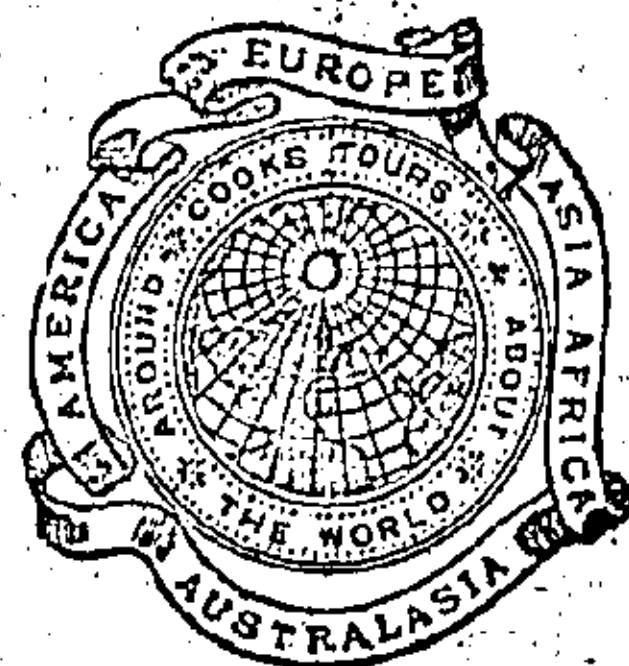
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The Very Idea!

Writing in the June number of the new *Pall Mall Magazine* on experiences of his ten election campaigns, Mr. C. F. G. Masterman says one of his most zealous supporters was an undertaker who had a large shop window, displaying coffins and plates, miniature tombstones, and other death memorials.

We had unfortunately sent him the wrong placards (says Mr. Masterman), and the passer-by saw gracefully draped over these exhibits large posters—"Vote for Masterman and better times."

This same man once told me of an adventure of his own, when canvassing for support at a Borough Council election. A refused his vote on the ground that he "didn't know him."

But a schoolgirl, coming into the passage, announced, "Why, father, of course you'll vote for Mr. X. He buried mother."

Tommy brought home his first school report. The family were overjoyed, and their hopes were raised. It read—"Trying."

From all appearance the son of the house worked hard during his second term, and brought a glowing report—"Still trying."

Tommy for the next term was looked on as a determined hero, striving hard to gain coveted honours. Hopes were burst like a bubble when he delivered his next report—"Still very trying."

Willowden woman:—This is the sort of man he is: he summoned a young couple for coming on his doorstep.

Popular woman: They have abolished slavery, but there are still East London wives.

Man at Bow County Court: He lent me this money to buy beer, and I don't think it ought to be recoverable.

West Ham wife: I would not dream of having a row with my husband before I had my week-end money.

Solicitor at Old-street: How do you know that? Man: I heard it with my own eyes.

Midland solicitor: A man is never so drunk as when he does not know that he is drunk.

On returning home, from Europe, a Canadian told a friend that Scots were tricksters.

"Surely not all of them," protested his friend.

"Well, I'm only going by a specimen that I ran into. He may not have been typical, but I'll say this for him—he was a sharp laddie. I met him one morning at a golf club. I was looking for a partner, and he seemed to be alone, so I said to him—

"What do you generally go around in?"

"Oh," he said, "about 90 to 100 when I'm on my game."

"That's me, too," I said; "if I break 100 on any course I'm doing well. I guess we're pretty well paired. Suppose we play together for a shilling a hole?"

"Well, he took me on," continued the Canadian, "and he turned out to be a terrible Turk. That son-of-a-gun made an 82, and I had to play my head off to take three shillings away from him."

Historians are always on the winning side.—Dean Inge.

1927 gives no quarter to the dowdy, and it serves us right.—Miss Edith Shackleton.

If I go to England I shall go to fight and not to take tea with George Bernard Shaw.—Mr. Gene Tunney.

The girl of to-day is not so earnest, hard-working, and anxious to succeed as the girl of 40 years ago.—Mrs. E. S. B. Tait.

The flappers of to-day are more efficient than their grandmothers used to be in their teens and twenties.—Dame Millicent Fawcett.

Australians are intensely British.—The Duchess of York.

Every town should have its aerodrome, and every village its landing ground.—Sir Alan Cobham.

Never mind the swearing words. They don't shock Lancashire people.—Salford Stipendiary.

It is curious to note that one of the most thorough-paced blackguards that ever lived, Benvenuto Cellini, claimed the possession of a halo: "a resplendent light about his head," which appeared at dawn and sunset, and showed best when the grass was wet with dew. Benvenuto considered that his halo was a signal mark of the divine approval of his virtuous life, but in fact he had been mistaken. If he had a halo at all, it must have been even worse than the canon's—a sort of post-impressionist halo.

The Morea sailing this morning will take a large number of officers home from Shanghai. Those passing through include Pay Commr. G.C. Kiddie, Lieut. Commr. P.H. Calderon, Col. G. Carpenter, Major F.S. Woodhouse, Capt. M. Glover, Capt. G.B. Guinness, Lieut. J.R.S. Brown and Mrs. Brown, Flying Officer S.J. Gilbert and Pilot O.E. Webb.

FOREIGN MOTORISTS MOLESTED.

PERILS OF SHANGHAI ROADS.

SHOOTING AND EXTORTION.

Two further cases in which foreign motorists were molested on the roads of the Western district, or better on the Municipal roads running through Chinese territory, occurred within 15 minutes of each other late last Saturday night. In one instance the robbers were successful and got a \$10 bill for their trouble, while in the other the chauffeur of the car accelerated and succeeded in evading the gang. In the latter instance a shot was fired at the fleeing motor car, but it was not struck. Foreign women were present in both the cars.

The first holdup occurred at 11.30 p.m. when a car driven by a Mr. Atkins, living at 14 Pacific Gardens, came upon a Public Works Department barrier on which was a red light stretched across Hung-jiao Road about 300 yards west of the railway crossing. The car was proceeding from west to east.

Before the driver could realize what was happening a gang of eight men, one of them armed with a black pistol and three with knives, had surrounded the car. The leader of the gang spoke to the occupants in English and told them to remain quiet, at the same time demanding money from the driver. The latter produced a \$10 bill and was allowed to pass without the other occupants being disturbed.

Barrier Across Road.

In the car with Mr. Atkins were a Mr. Bourge, and two lady friends. They reported the matter to the Bubbling Well police station after reaching the settlement and a special patrol was sent out. It is said that the barriers had been carried from a point several hundred yards distant to be placed across the roadway.

The second instance occurred at 12.45 p.m. when the car in which Mr. P. H. Baker, living at 16 Wei-haiwei Road, and two lady friends were riding was held up at the same place by an identical gang. As they approached the barrier the chauffeur saw the gang and senting the situation applied the accelerator, barely missing the barrier, but evading the gang.

The highwaymen were evidently taken so much by surprise that they did not do anything for a second, but by the time the car was a hundred or so feet away the man with the pistol fired one shot, which went wild.

The occupants reported the matter to the police station and from their description there is little doubt that this was the same gang which held up Mr. Atkins' motor car.

A Nervous Gang.

The occupants of the cars described the gang as belonging to the coolie class while those of the first car added that they seemed nervous and were seemingly not of the usual armed robber class.

It is believed by the police that they belong to the same gang which about a week ago held up a foreign motor car along the Great Western Road. They are believed to be one of the gangs of ruffians which inhabit the districts round the smaller villages in the neighbourhood.

The police, through the medium of the press, are unofficially warning all persons that they should, as far as possible, keep off the outlying districts during the night. In the meantime they are making all possible efforts to break up the gangs.

SERIOUS SET BACK.

SUN CHUAN-FANG BADLY BEATEN.

Shanghai, Sept. 2. It is now clear that Sun Chuan-fang's well equipped and well organized army, which appeared out of the blue in the vicinity of Tsingtao at the end of June and rapidly drove back Chiang Kai-shek to the southern bank of the Yangtze, has received a serious setback. All reports confirm the news that its attempts to cross the Yangtze at various points in the vicinity of Nanking and Chinkiang have been defeated with fairly heavy losses. The Northerners are enormously handicapped by the lack of adequate transport and the fact that they are unable to raise the \$100,000 demanded by Nationalist navy as the price for assisting their operations. The Southerners have been enabled to deal piecemeal with bodies of Northerners reaching the south bank who were only equipped with rifles and machine guns.—*Reuter*.

IN CANTON FROM DAY TO DAY.

GOVERNMENTS' ANXIETY OVER MONEY.

INTERESTING ITEMS.

(Our Own Correspondent.)

Canton, Sept. 2. As a means of collecting more funds towards the Government exchequer, the Commissioner of Civil Affairs, Mr. Li Man-fan, has instructed all Majors and district chiefs to sell as quick as they can the Third Public Bonds. They are under orders to dispose of these bonds to the people, and a record of their result is kept. Those who have accepted the bonds must pay for them. It is promised that the officials who make earnest efforts to sell the bond will be rewarded while the tardy or slack ones will be deprived of their posts. There is considerable difficulty in turning the bonds into hard cash, because this is the third time they have been sold and because those issued for the first and the second times are not yet redeemable.

Military Matters.

A telegram has been received from Nanking to the effect that the office of Commander-in-Chief of the Army has been abolished and that a Military Council will be created in its place. General Li told his colleagues that the office of the Commander-in-Chief of Canton would be abrogated as soon as formal announcement of re-union between Nanking and Hankow is proclaimed.

General Li has no intention, it is reported, to call off the preparations for his assumption of the post known as "Commander of the Eight Route" which was first created in order to meet the Red menace from the North. The real danger has now shifted from the North River to the East River where intrigues and activities of secessionists are increasing.

"Reds" Capture Town.

Colonel Ho Chun-fan reports to the Military Headquarters that the town of Ko Chow, was recently captured by the Communists and the peasant corps. The "Reds" rushed in to the surprise of the populace and remained there for four days. Colonel Ho was in another district some fifty miles away and, upon information received, he commanded all his men to Ko Chow and succeeded in recapturing that town which is the native place of Mr. Koo Ying-fun, Finance Minister, and Mr. Lam Wan-ko, Mayor of Canton. His troops are not sufficient to garrison the town and yesterday he wired for more forces to be sent there.

Levy on Rents.

The Bureau of Public Safety has notified all landlords that 20 per cent of their rent collected for the 8th moon will go to that Bureau for the purchase of more arms and ammunitions for the police. A similar levy was made two weeks ago, but only \$40,000 was available, out of which \$30,000 has not yet been collected. A sum at least of \$160,000 is necessary to obtain up-to-date weapons for the police.

Financial Matters.

The Government has proclaimed that since the banks have failed to advance \$4,000,000 for the use of the Central Bank they are now under orders to cease business. All the account books of the banks have been sent to the Department of Finance for inspection. Should any bankers attempt to run away with specie in their possession, their bank will not be allowed to carry on any more business and their capital will be confiscated.

LEADING LADY.



Miss April Vivian, the leading lady of the Forbes-Russell Co., shortly appearing in Hongkong.

The body of an unknown Chinese, aged about 20, dressed in dark blue coat with no trousers was seen floating off Jardine's Point yesterday. The body was picked up and sent to the Kowloon Mortuary. The police suspect that the man was murdered as there were certain marks on the neck which pointed to a struggle. The body when picked out of the water was in an advanced stage of decomposition.

COUNTY CRICKET.

SENSATIONAL DEFEAT OF NOTTS.

LANCASHIRE CHAMPIONS.

London, Sept. 2. Glamorgan surprisingly defeated Notts by an innings and 81 runs. Notts thus failed to win the County championship, which is still held by Lancashire.

This was Glamorgan's first victory of the season.

Notts batted first and compiled 233, Gunn scoring 68 and Payton 50. Ryan secured five wickets for 81 runs. Glamorgan replied with 375, Bates contributing 163 and Bell 57. Richmond's five wickets cost 102 runs.

Notts had to go in a second time on a difficult wicket and were dismissed before lunch for the small score of 61, Mercer taking six wickets for 31 and Ryan four for 14.

Notts 233 Glamorgan 375

61 375

—*Reuter*.

The best individual performances were:

Batting.

Bates (Glamorgan) 163
Woolley (Kent) 125
Blunt (New Zealand) 103
Douglas (for M.C.C.) 101
Russell (Essex) 110
Calthorpe (for Gentlemen) 101
Hammond (for Players) 138
Hendren (for Players) 103

Bowling.

Ryan (Glamorgan) 5 for 81
and 4 for 14
Mercer (Glamorgan) 6 for 31
Robinson (Yorkshire) 5 for 37
Macaulay (Yorkshire) 7 for 76

Kent Beat New Zealanders.

Playing at Canterbury, "Kent beat the New Zealanders, by 58 runs. The scores were: Kent, 405, and 263 for 8, declared.

New Zealand, 293, and 317.

In the second innings of Kent, Woolley compiled 125. In New Zealand's initial innings, Blunt scored 103.

Yorkshire Beat M.C.C.

Yorkshire at Scarborough beat the M.C.C. by eight wickets. The scores were:

Marylebone, 199, and 147.

Yorkshire, 212, and 138 for 2. In the first innings of the M.C.C., Douglas scored 101, not out, and Robinson took 5 wickets for 37 runs. When the M.C.C. went in again, Macaulay took 7 for 76.

Essex Beat Sussex.

At Brighton, Essex beat Sussex by 10 wickets. The scores were: Sussex, 317, and 111.

Essex, 411, and 18 for 0.

In the first innings of Essex, Russell knocked out 110.

Players Beat Gentlemen.

The Players beat the Gentlemen at Folkestone, by an innings and 81 runs. The scores were:

The Gentlemen, 231, and 199.

The Players, 561 for 6, declared.

In the first innings of the Gentlemen, Calthorpe scored 101. For the Players, Hammond compiled 138 and Hendren 103.—*Reuter*.

LETTER IN A HOLLOW TOOTH.

MURDERER'S APPEAL FOR HELP.

A dramatic letter, written on fine tissue paper, has been conveyed out of Peterhead Prison, Scotland, hidden in the hollow tooth of a discharged prisoner.

It is a message from Oscar Slater, the "man with the crooked nose," who, eighteen years ago, was sentenced to death for the murder of Miss Marion Gilchrist, a wealthy Glasgow woman. His sentence was commuted to penal servitude for life, but the case has always remained one of great controversy because of the opinion held in many quarters that Slater was wrongly convicted.

The hollow-tooth letter was mentioned by Sir Arthur Conan Doyle to a *Daily Express* representative because fresh efforts are to be made to secure the release of Oscar Slater.

"I had that letter brought to me by a man who had left the prison after serving his term," said Sir Arthur Conan Doyle. "He passed it through the warders without their having the least suspicion."

"The message was another cry for help from Slater. There is no doubt in my mind that we shall secure his release shortly."

"A book has been written by a journalist who attended the trial, reviewing the whole circumstances of the murder, and dealing with some of the astonishing evidence on which Slater was convicted."

RAISING THE WIND IN CANTON.

GOVERNMENT SCHEMES OF EXTORTION.

REMARKABLE HAPPENINGS.

(A Special Correspondent.)

Canton, Sept. 2.

The recent demand by the Government for ten million dollars, to be paid by the merchants and money changers, led to a meeting being held at the Chamber of Commerce where, although the members present were few, it was decided not to offer opposition to payment of the sum. All the money exchange shops have been closed down by the Government and the owners are being kept prisoners therein, closely guarded by soldiers and police. All the books and accounts of these shops were gone into by the Government auditing department and the discovery was made that the total assets of business men amount to nine million dollars. It has been decided therefore, that those with a capital of \$10,000 are to pay \$4,400 towards the upkeep of the Government. A refusal to pay this sum will mean that their total capital will be seized and the people themselves thrown into prison.

A further demand of one million dollars has been made on the Central Bank, but so far those concerned have evaded payment or promises of payment, purely by a ruse. Government representatives called on the Vice-President of the bank on Wednesday, and a conference was held to discuss ways and means to furnish this million. The Vice President, explaining that the matter did not entirely rest with himself, said that he would confer with his fellow directors and perhaps they could offer a proposition. Excusing himself, he left the gathering on this pretext but he failed to return and by this time he is enjoying peace and quiet either in Hongkong or Macao. How he managed to escape from the house without being detected has not been divulged but it is known that he got clear away from the city. Prior to his departure he instructed one of his relatives to inform a foreign lawyer, a friend of the banker practising in the city, that he (the lawyer) was to have it proclaimed far and wide that investors in the bank need have no fear for their savings. The bank is quite stable, the monies safely stored in the vaults, and it is only on account of the government extortionate demands that he has taken this step.

All of the other banks, much smaller than the Central, were visited by the Government and \$500,000 were demanded from all banks in the city have closed their doors.

A campaign, whereby the Government hope to prove that all stores are accepting the dollar bill, has been started here. Police and detectives, in plain clothes, have been around to make small purchases and, on tendering the dollar to accept same.

A large quantity of copper and silver coin was imported yesterday. Previously the importation of copper coin was considered illegal and people arriving here with a fairly large amount discovered, that the Customs authorities had power to seize their wealth. The consignment arriving yesterday, however, was accompanied by a permit from the Nationalist Headquarters at Nanking, and as the Customs, in all southern ports, hold allegiance to this Government, or at least they fly the Nationalist flag, this importation was in order. The copper cent has dropped in value. New orders have been issued by Mr. Koo Ying-fan, head of the Treasury, and Tang Ying-wah, Prefect of Police, that new rent taxes are to be collected from all stores and dwelling houses. A month's rent from the stores, not from the actual occupants, but from the owners, and six days' rent from the owners of houses. These monies when collected are to defray expenses of war and the purchasing of new arms for the police department.

How MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

1 What are lichens?

2 What is malaria?

3 Why is there no longer malaria in Britain?

4 What is the connexion between cats and the clover crop?

5 What are fermenters?

6 What is parthenogenesis?

7 How long can a diving bird stay under water?

8 Does mummy wheat sprout?

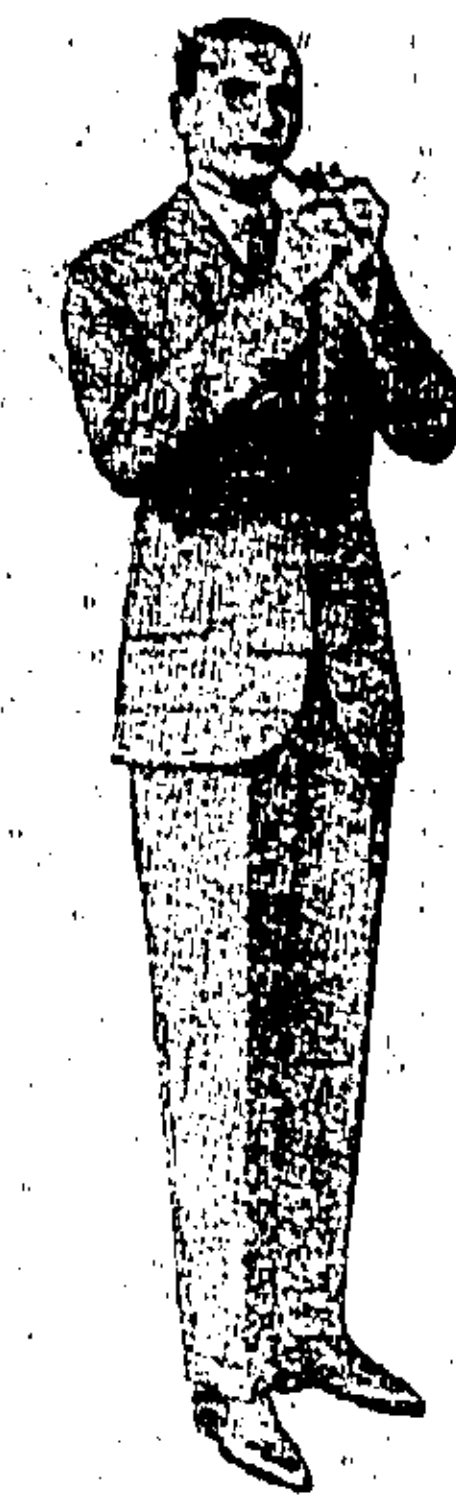
9 What are phagocytes?

10 What is kents?

11 What are identical twins?

12 How does a honey-bee find its way back to the hive?

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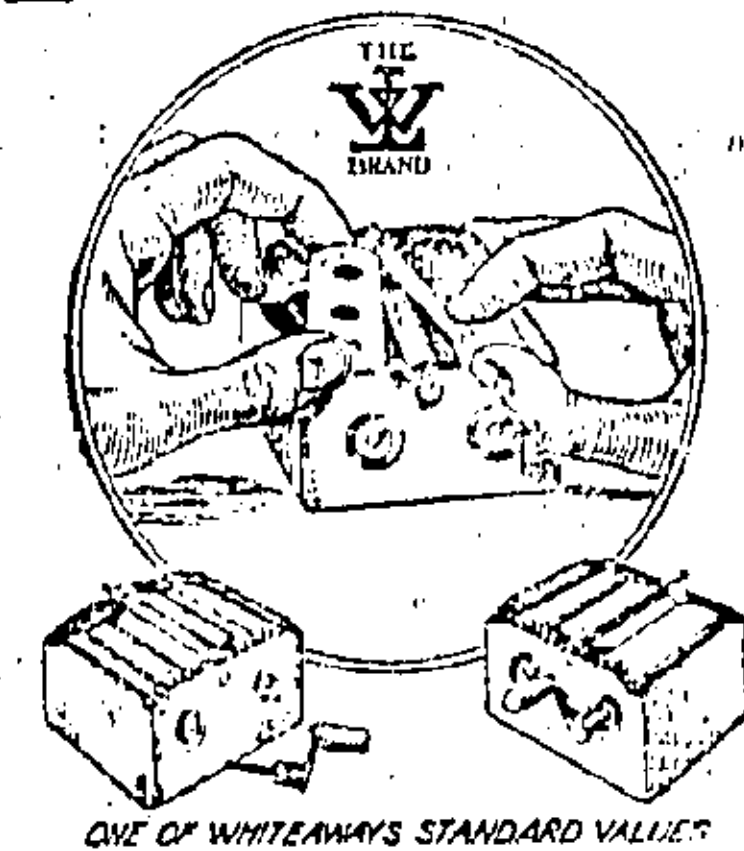
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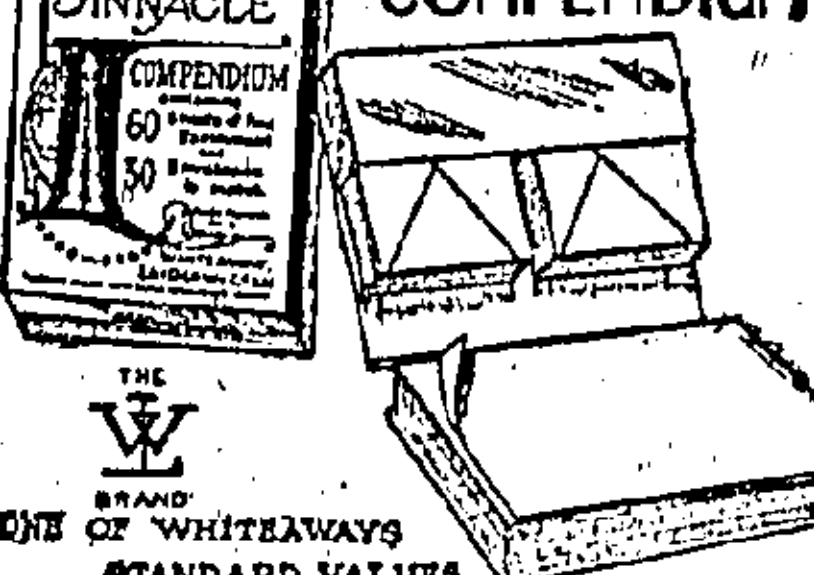
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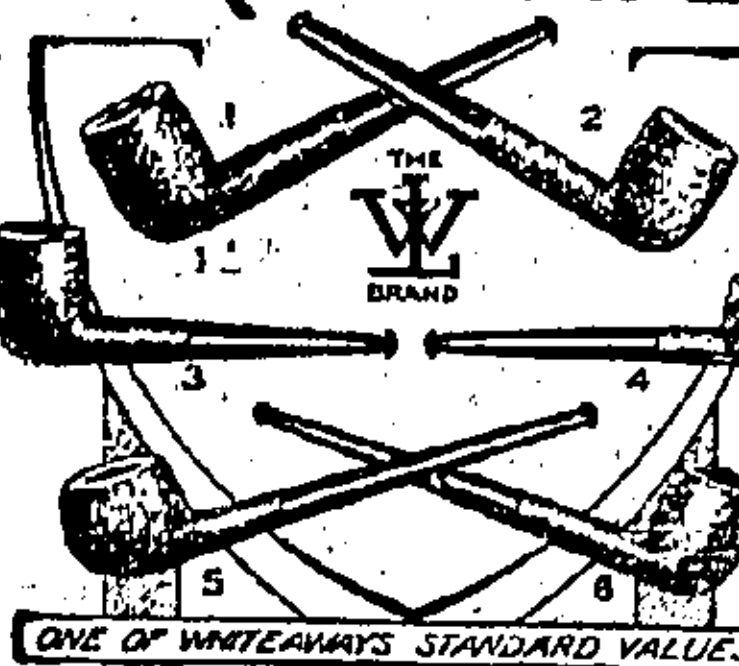
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WHITEAWAYS

THE CONQUEST OF THE AIR.

AERIAL SERVICES FOR MALAYA.

HISTORY OF THE ARGUS.

London, July 28. Spectacular and much boomed crossings of the Atlantic by air have tended to obscure recent developments of which the promise in the direction of serious and practical aero progress is possibly greater. The aerial crossing of the Atlantic is still something of a stunt and one imagines that it will be a very long time before the aeroplane supplants the older established and more reliable means of transit. The same thing does not apply to the development of aerial routes for journeys where other means of transport either do not exist at all or are at best distinctly scanty.

Thus the Air Survey Co. Ltd. has recently been proceeding with its work towards the establishment of a regular air service in Malaya, the first route discussed for opening being one from Penang to Singapore. A new company is being formed for the exploitation of the idea with the name of Eastern Airways Ltd. and the support of established and highly reputable local commercial interests is already assured. New types of all-metal monoplanes are being designed for the work and though development is every promise of a big change for the better in eastern communications and mails within the measurable future.

A Famous Sea-Plane Carrier.

Visitors to England arriving via Spithead were generally intrigued by the huge bulk of H.M.S. Argus (now in China waters) lying moored between Southsea and Ryde. If only by its ugliness this sea-plane carrier catches the eye and, though it is not the largest ship in the navy, it always looks like one of the biggest things afloat. Usually the vessel is regarded as a novelty and many who look at it think it is a quite new thing. To such it will be news that the ship was originally laid down as an Italian liner before the outbreak of war though its builders, Messrs. Wm. Beardmore and Co., Ltd. soon received instructions to divert the intention of the ship into a channel that they themselves had proposed to the British government so long ago as 1912—the making of a sea-plane carrier; and that is how the Argus came into being.

The characteristic lines of the vessel, with its exaggerated flare up to its lofty and unbroken top deck which runs nearly the whole length of the ship, are the base of both its ugliness and its novelty. How the effect is secured is a puzzle to most people and there are also novelties in the layout which are not apparent to the ordinary observer. The flat top is secured by carrying the funnels horizontally between the flying deck and the tops of the hangars and large fans were fitted at the after-end of the flying deck to ensure a satisfactory draught to assist landing of the aeroplanes even when there was a strong following wind. A proposal that the flying deck should be covered with naturally growing grass was abandoned as it meant an addition of no less than 300 tons in weight and presumably it was felt that the boat had enough top-hamper already!

The Hendon Pageant.

The event of the month, indeed of the year, in the aviation world has been the annual flying pageant at Hendon, which this year fully maintained its reputation of being always better than ever before. The event affords a unique opportunity for the display to the public of the new types of aircraft and appurtenances and for this very reason this year's event has been much criticised in that representatives of the German air force attended on invitation in their official capacities.

Although there were certain variations in type and a few "outsiders"—the word is not used in a derogatory sense—this year's pageant was notable for the simplicity or fewness of engine types in use. One might almost say that as indicated by this display the R.A.F. is using four engines only and it is interesting that a balance is maintained between the two rival systems of cooling, for of these four engines two are air and the other two water cooled.

Of the air coolers the best known is the Armstrong-Siddeley Jaguar, a fourteen-cylinder radial of 400 h.p. though the same makers also have the Lynx fitted to some R.A.F. Machines, the Lynx being practically half a Jaguar! Both engines have the same cylinders and other components are common to both where possible, but the double staggered row of cylinders of the Jaguar is replaced in the case of the Lynx by a single row, the number of

cylinders in a row being, of course, seven in both cases.

The other air-cooled engine extensively used is the Bristol Jupiter, a nine-cylinder radial with the cylinders in a single row. The power output of this engine in its super-charged form is no less than 440 h.p. as compared with the 330 h.p. of the non-super-charged model and one series of this engine has the Farman self-centralsing reduction gear for which the Bristol Co. have the sole English manufacturing rights.

The water-cooled engines used by the R.A.F. have higher power outputs than the air-cooled and have long distance and endurance records to their credit. The smaller of the two is the Napier Lion which, originally designed to give 450 h.p. is now capable of no less than 600 h.p. The engine is of the "Broad-arrow" type, with three rows each of four cylinders, the central row being vertical and the side rows set at an angle of 40 degrees to it.

The largest of the British Air Force engines is the Rolls-Royce Condor which gives 650 h.p., and is of the established V twin type, having two rows of six cylinders set at an angle of 60 degrees to each other.

One may perhaps express a doubt which is really the elder of these two arrangements although there is "no possible doubt whatever" that the Vee twin is by far the older in common use. But one remembers that it was many years ago—well over twenty—that a broad arrow type engine was produced by an enterprising firm for use in a car that was to break speed records and that very engine was not so many years ago in regular use in a motor boat in Chinese waters.

New Types of Aircraft.

Of the new aircraft seen at the Display the following may be mentioned as among the more interesting. The Gloster Gamecock, though not an entirely new type, is of special interest as being the fastest military machine, having won the challenge cup, at a speed of 156 m.p.h. and sea-planes by the same makers are regular competitors in the Schneider Trophy. The engine of this machine is a Bristol Jupiter and the same power unit is used in the Short Chamois machine which is, of course, a product of the pioneers of "all-metal" aircraft, Messrs. Short of Rochester having made the first British all-metal machine as long ago as 1919.

Handley Page machines were represented at Hendon by two types, the Hyderabad and the Hindustan, the former having Napier Lion and the latter Bristol Jupiter engines, a variation in engine types particularly interesting to those inclined to maintain that either the air-cooled or water-cooled has unqualified superiority over the other.

The most powerful machine in the Pageant was the Avro "Avon", a machine with a wing span of no less than 100 ft. and having Rolls-Royce Condor engines as its power plant. There was an Avon in last year's pageant, but this year's machine was a novelty in that it was of all metal construction.

Attempted Long-Distance Record.

The recent attempt of two English military air-men to create a long distance non-stop record is brought to mind by the Hawker-Horley machine which took part in the pageant, this being the machine used in the flight to the Persian Gulf which ended so unhappily. The engine is a Rolls-Royce Condor, which makes the machine the most powerful single-engine machine in the pageant and a very dramatic illustration of its capabilities was afforded by its successful landing with a fuel load of no less than 1,000 gallons at the beginning of one of the efforts on the Indian flight.

A most interesting experimental machine at the pageant was the Hill "Pterodactyl" which, lacking a tail, represents an attempt and a very promising attempt, to overcome the risk of stalling and subsequent spinning. With a Cherub engine of 30 h.p. the machine has a most intriguing ability to descend safely at low speed and yet maintain a horizontal position. In flight the machine has an appearance strongly suggestive of a bat, though the edges of its semi-triangular wings are, of course, straight.

Mr. Samuel William Copley, the London banker (chairman of Copley's Bank, Ltd., and other concerns), who has made a four months' tour of Australia, says that if the country is not to become decadent the people must bestir themselves as the Southern Europeans are capturing the "easy" trades like fruit and fish shops and restaurants, while the Australians are basking in football or attending races. Australia needed a strong Conservative Government to straighten things out.

BRITISH AEROPLANE "ARRESTED."

TWO COWS KILLED IN FORCED LANDING.

Brussels: The forced landing of an English freight aeroplane in a field at Mardijk, near Loon, Belgium, resulted in the death of two cows, and the pilot found himself confronted by a bailiff from Dunkirk, who demanded damages caused by his aeroplane.

The two cows were valued at 6,000 francs and the damage to growing crops was put at 4,000 francs. The pilot could not, or would not, pay the 10,000 francs (approximately £80) demanded, and the bailiff seized his aeroplane.

This is thought to be the first time that a bailiff has taken possession of an aeroplane in the execution of his duty.

MURDER COMMITTED IN SLEEP?

WIFE KILLED IN BED.

A man who was proved to be a sleep-walker was found "Guilty, but insane" at the Old Bailey when he was accused of murdering his wife.

He was Frederick Joseph Stockwell, aged thirty-one, a London County Council fireman, of Armstead-walk, Dagenham, and Mr. Justice Branson ordered him to be detained during the King's pleasure.

Mr. Percival Clarke, prosecuting, said that on the morning of June 21 Mrs. Stockwell was found dead in her locked bedroom, having apparently been stabbed with a small knife. Stockwell was found lying on the floor of the locked kitchen with wounds in the neck and arm.

He was removed to hospital, and later made a statement, in which he said that he went to bed on the night of June 20 full of drink. He could not remember what happened, but when he came to himself he was "bashing his wife with a shovel."

Detective Inspector Dennison, of East Ham, replying to Sir Henry Curtis Bennett, who defended, said that Stockwell was a man of excellent character. Stockwell's mother said that as a boy and a young man he walked in his sleep. A number of his relations died insane.

Dr. Watson, the senior medical officer of Brixton Prison, stated that when Stockwell was admitted to prison he was in a condition of extreme depression. "On one occasion," added Dr. Watson, "he left his bed and ran round the ward, apparently in his sleep. He suffers from maniacal depressive insanity."

"In my opinion at the time of the tragedy he did not know the nature and quality of his act. If he thought at all he probably thought that he was doing something quite different."

PEKING MILITARY CONFERENCE.

ACTION AGAINST MARSHAL FENG YU-HSIANG.

Peking, Aug. 29. The military conference which has been proceeding here seems to have ended in a determination to take active measures against Marshal Feng Yu-hsiang. Chang Ching-yao left last night for Hsichowfu, where he will confer with General Chu Yu-pu, afterwards proceeding to launch an attack upon Kuai-chih.

Marshal Chang Tsung-chang is due to leave to-morrow for Tsinan-fu. Though Marshal Sun Chuan-fang has overstepped his original orders in his southward advance, his apparent success is causing rejoicing and developing an optimism which was, formerly, sadly lacking.

Already the Chinese Tariff Commission is reviving and expressing the hope that, with the capture of Shanghai, questions concerning taxation will be placed on a legal basis with the Treaty Powers. There is a distinct desire noticeable to place all international questions on a proper basis in order that mutual advantages may be obtained through conferences rather than by the actions of irresponsible groups.

OPEN AIR CONCERT.

TO-NIGHT'S PROGRAMME AT KOWLOON C.C.

The following is the programme for the open air concert to be given on the grounds of the Kowloon Cricket Club to-night by the full band of the Cameromans assisted by several local and humorous entertainers in aid of funds for providing comforts for the troops:

- 1.—Overture, "William Tell" Rossini.
- 2.—Duet, Miserere Scene from "Il Trovatore" Verdi.
- 3.—Comic Song—Hinton, "The Mountaineer."
- 4.—Selections from the Opera, "Cavalleria Rusticana" Mascagni.
- 5.—Song—Wilmott, "The Banderero."
- 6.—Descriptive, "A Hunting Scene." Bucalossi.
- 7.—Selection, "Maid of the Mountains" Fraser-Simpson.
- 8.—Comic Song—Beaver, "Deathless Army."
- 9.—Song—Wilmott, "The Floral Dance."
- 10.—Comic Song—Hawkins, "I might learn to love him later on."
- 11.—Hungarian Dances, Nos. 1 and 3, Brahms.
- 12.—Pot Pourri, "Melodious Memories" Fincke.
- 13.—A Dramatic Interlude—Porter and Hughes, "Bunga, Bunga."
- 14.—Comic Song—Beaver, "Bunga, Bunga."
- 15.—Grand Fantasia, "Battle of Waterloo" Eckersburg.

THE CAMEROMAN RANT.
God Save the King.
Conductor:—Mr. Horace E. Dowell, L.R.A.M.

FOREIGNER'S BODY FOUND.

TRAGIC DISCOVERY ON BANKS OF THE WHANGPOO.

Members of the Shanghai Yacht Club on Sunday last made a tragic discovery whilst racing, sighting a dead body on the Shanghai foreshore a little on the city side of Dongku Jetty. Some of the yachtsmen, with the Commodore, immediately went ashore and, although the body was in a very advanced stage of decomposition, the majority opinion was that it was that of a foreigner, judged by the fact that it was clothed in a pair of khaki trousers of American cut, with a straight waist, a narrow leather belt, and a sleeveless ribbed cotton vest. It was the body of a man of average height, seemingly rather sturdily built, black hair tinged with grey, and bald on top.

Though anxious to do what they could, the yachtsmen were unable to move the body in the state in which it was. Some while later, a Chinese police patrol sailing boat arrived and towed the body away. Chinese in the neighbourhood stated that the body was washed ashore at 7.30 that morning.

BATTLE WITH MOROS.

WOUNDED OFFICER RUSHED TO MANILA.

First Lieutenant Rafael Ramos, assistant provincial commander of Lanao, wounded in a pitched battle between the constabulary and a group of Moros at Tugaya cotta on Thursday, will be rushed to Manila for a surgical operation, says the Manila Bulletin. Major Paulino Santos headquarters' adjutant, wired the provincial commander of Cebu to send Lieutenant Ramos to Manila by the earliest available transportation.

Lieutenants Ramos was taken to the Cebu provincial hospital immediately following the encounter. A bullet was lodged in his right shoulder, according to a telegraphic report received from Dunsalan at headquarters. A wire from Lieutenant Grandstead of the constabulary in Lanao, states that five Moros were killed in the Thursday encounter between the constabulary and the Mulundo Moros. The trouble arose from the demand by the constabulary of the surrender of a certain Moro criminal who found shelter at the Tugaya cotta, the report says.

The following passed with distinction the examination held in the eighty-second session (March to July, 1927), of the London School of Hygiene and Tropical Medicine (Division of Tropical Medicine and Hygiene): K.C. Yeo and E. Ho Tung.



Cancer Attributed to the Cockroach!

THIS startling claim was made by a number of the world's foremost authorities after a great many years of research.

The cockroach, we are told, by defiling food with its dirt and filth, spreads the dreaded germ of cancer.

As the tireless enemy of man has traced the cancer germ from its inception, so man's ingenuity has also discovered the way for destroying the loathsome cockroach.

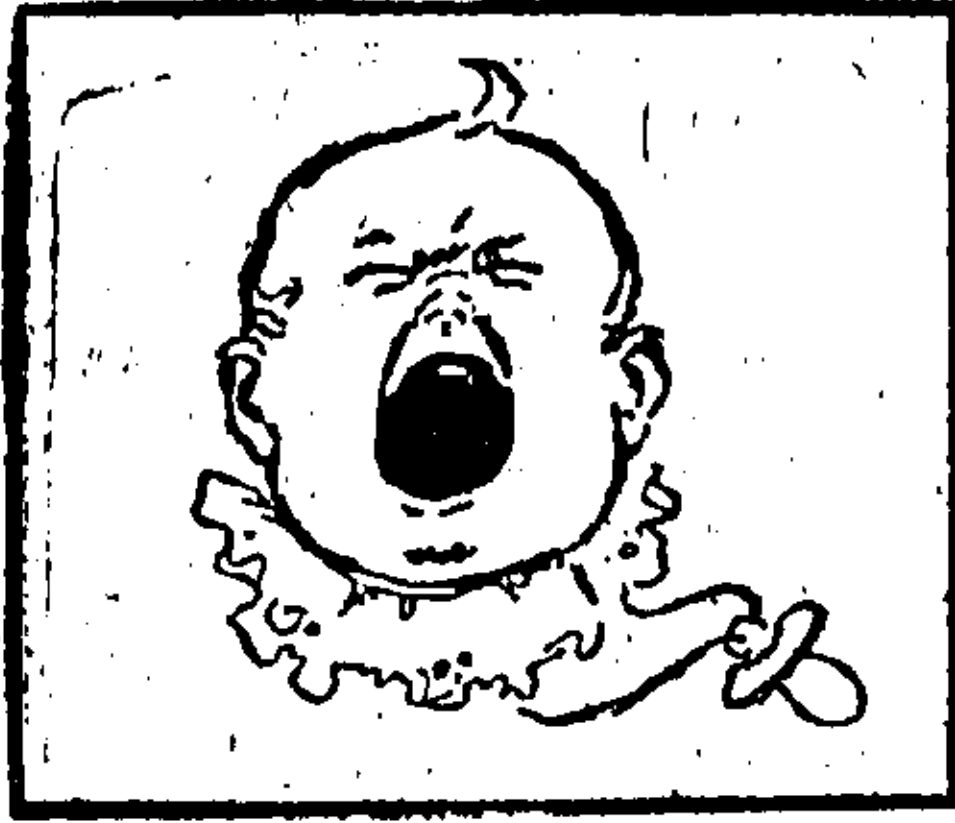
Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: MUSTARD & Co., Ltd.

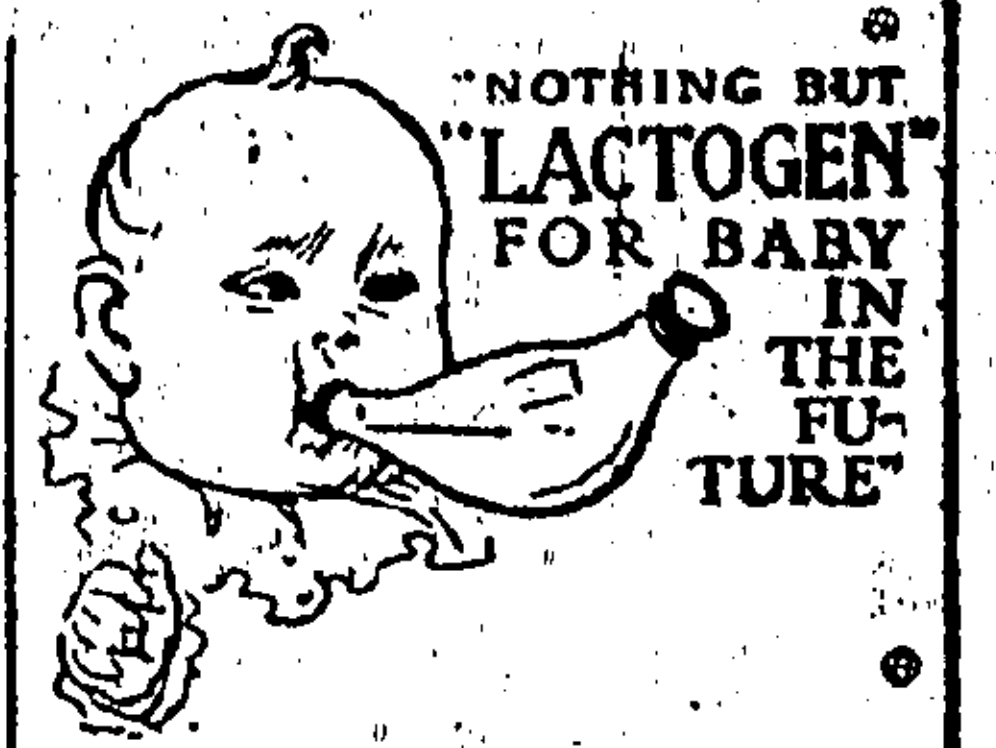
INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

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TRADE MARK REGISTERED
DESTROYS
Flies-Mosquitoes-Moths-Ants-Bees-Hugs-Fleas-Roaches
Many Other Household Insects and Their Eggs
For best results use Flit hand sprayer
Manufactured by: STANDARD OIL CO. (New Jersey)



WOMAN'S World



A dainty little jumper of pale yellow crepe-de-Chine embroidered in red, yellow and gold. The one-sided reverse is an attractive feature.

NOVELTIES IN WEDDING PRESENTS.

WHAT TO GIVE A BRIDE.

Two considerations are apt to influence people's choice of wedding presents in these days, one the need for economy of space in the flat in which many young people start their married lives, and the other the shortage of labour.

The latest vogue is in the form of a polished mahogany side table with a set of plate and cutlery for eight people, and with a revolving top which converts it into a card table when required.

Service questions have evidently been considered in the improvements in hot-plates. The newest design holds two entree dishes with a plate oven between them. The top of the plate oven can be removed and so afford space for a third entree dish if desired. A plate oven to hold half a dozen plates is also to be had with a little

PASTEL HEELS.



White stockings with coloured heels in pastel shades to match the summer costume are very new and very smart.

methylated spirit lamp underneath. A charming novelty in sweet dishes is in the form of a miniature reproduction in silver of the well-known Sussex "trug," or garden basket.

The Popularity of Glass.

More glass is being given than ever before partly because it is labour-saving. Sets of peach Maba glasses in English cut glass with colour are very popular. A set of four or six grape fruit glasses in English cut glass, standing on hand-pierced silver dishes, are also much appreciated as a gift.

Another present in cut glass that is very often given is a big bowl with silver rim, to be used for vegetable or fruit salads, fitted with a wire, so that it also serves as a rose bowl.

Beautiful China.

A case of Worcester china coffee cups in black or gold, with silver or gold linings, and a set of silver gift spoons, or with little landscapes beautifully painted on them, is to be seen among most collections of fashionable wedding presents; while an inexpensive but greatly liked gift sold in the china department of one of the big stores is a small oval mahogany tray, with seven sectional china dishes for hors d'oeuvres, the china dishes either with a plain or coloured border, or in various attractive designs.

DOMESTIC LIFE OFTEN MEANS SHACKLES.

A REVOLUTION IN THE MODERN HUSBAND'S IDEAS.

The looker-on sees most of the game. I am a single woman with a career, and I see discontented wives—and husbands—on all sides. I do not blame the women. The trouble lies in the transition stage through which women are passing. Women who have freed themselves by a mighty effort cannot voluntarily put on shackles again and feel happy. And domestic life spells shackles to a woman who has ever known any other, who has yearned for any other. Have you tried it? I have.

Duties That Must be Mundane.

I do not mean the domestic life where everything is done for you. I mean the domestic life where you have to do a full share of mundane duties, where, if a maid fails, as her tribe is continually doing, you have to make up the deficiency. I mean the domestic work which goes on from day to day and never finishes, which leaves you too tired to take any interest in anything else. Hundreds of women lead this life and there is no freedom in it; they are bound to the grindstone day in, day out. They cannot help it; their husbands cannot help it. It is the difficulty of getting help. I am going to show presently how it might be helped.

In the meantime, look at another set of married women—those with a little more time to spare.

They are not physically worn out, but they are mentally rusting out, and they do not know what is the matter. The search for excitement, which the men deplore and which wastes their money, is the craving of capable women for a job. Marriage is not a sufficient career for the modern woman. What was enough for our grandmothers with their limited education, their restricted ideas of freedom, is not enough for their granddaughters. The modern woman is capable of running a business; therefore she is capable of more than supervising the smaller homes which are now the rule. Her brains are going to seed.

An Old Simile Up to Date.

This generation is expecting too much and too little of its women. It has a new creature to deal with, and, to use an old simile, it is trying to press the new wine into old bottles. New conditions must be made for the new woman if she is to be happy. I am surprised that she has not made them for herself. I can only suppose that the conventions of marriage have been too much for her.

Half the married women are suffering from too much to do, and the other half from too little to do. And both are doing the wrong kind of work. Woman has been educated beyond a round of drudgery. She has been prepared for a career and then had it taken from her or been given an inferior career. Women with brains trained to think must have some thinking given them to do. Planning meals and making a timetable for the maid, or maids, are not enough. Naturally, the clever woman turns to bridge, while her not-so-clever sister dances and flirts.

Proper Incomes for Work.

The work of married women needs reorganising. Capable, clever women should no longer be expected to be content with a quarter-time job. Every individual man or woman should have a career and stick to it. It is absolutely unfair that the men should do the work and the women sponge off them. If they are making proper incomes for proper work they could afford efficient domestic help. Capable women should be ashamed of pottering their time away doing a little shopping, a very little housework, and having a great deal of amusement while their husbands work all day.

Once upon a time the partnership was more equal. The women had several children and it was necessary to look after them. Nowadays women have few children and they can always find competent people to look after them if they wish to take up a career and earn money to give their children a better chance. It is not intelligent to drowse if you are capable of something else.

I am not despising the domestic round—far from it, since I have had experience of it—but if I had the capacity for cooking I would be a cook, a first-rate cook and be paid accordingly. If I were good at dressmaking, I would be a dressmaker, I would be first-class at my

OVER THE TEA CUPS.

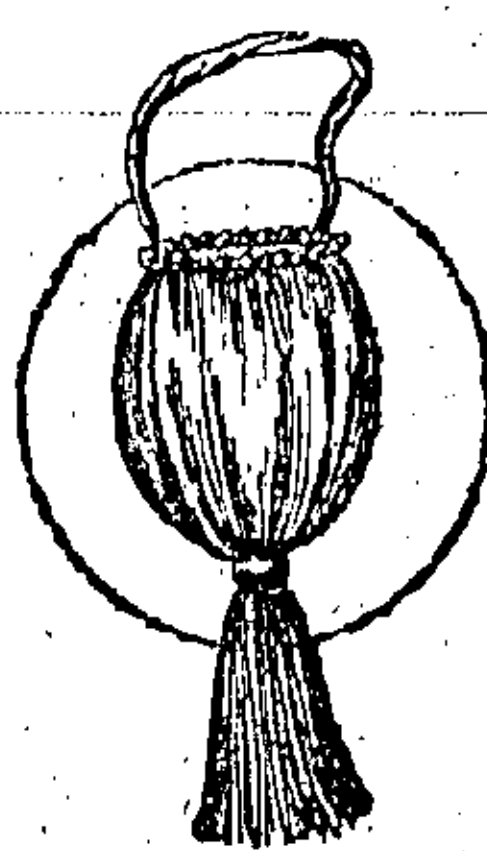
(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, July 30.

Madeleine says we all require a very smart evening frock to include in our wardrobe. The frock here sketched is a combination of black and flesh colour—very popular and always becoming, to dark and fair alike. Madeleine says that the series of ragged fringes is very much in the mode. Flesh coloured georgette forms the basis, and over it is black chiffon. The bodice is embroidered in Rhinestones, while the black fringe is mounted in three tiers on the skirt. You will notice the arrangement of the Rhinestones, which is calculated to give length to the figure. A shoulder knot on the left, with long streaming ends, completes a distinctive toilette. I wish I could keep on writing about fashions after I have finished everything there is to say; but I can't. Therefore we have no alternative but to pass on to the next sketch, which is of a charming little dressing jacket evolved by Stephanie. It is of the palest shell-pink. I hope I shall not be detracting from its charm when I say it is the kind of thing anyone could make at home. If you are like me, the only use you will have for a dressing jacket is when you are sitting up in bed to have your tea and toast instead of breakfast. The time when we donned them while we "did" our hair, has gone forever, let us hope; and for the rest, we require a full length gown. However, for the "tea-and-toast" fraternity, nothing could be nicer, I'm sure.

Next, we have a perfectly delightful jumper. *En suite* with the plaited skirt, of course it is ideal; but there is no reason why it should not contrast if desired. Crepe de chine was the material chosen for the one sketched, and you will see that embroidery plays an important part. The colour was pale yellow, and the embroidery was red and gold and green—very effective. The reverse on the right-hand side is a novel and becoming note and one which lends distinction to what might otherwise be an ordinary little jumper.

In your spare hours, you make yourselves an ordinary little satin or silk Dorothy bag to the required size. Next, you must buy some deep fringe—very deep; about twice the depth of the bag, and of the same shade. This fringe is sewn round the bag, as you see, and gathered underneath to form a gigantic tassel. The handle will be of silk or cord, as you wish, and is used to draw the bag together. The great point about



A Theatre bag you can make at home.



An evening gown in black and pink—black chiffon over pink georgette. There are three tiers of heavy black fringe, and the shoulder knot has long flowing ends down the back. The ideal frock for a holiday wardrobe being easy to keep fresh and smart, at the same time having an air of distinction.

this bag is that it must be made of good fringe if you are to get the desired effect; and, silver fringe over grey satin will give you a most enchanting receptacle. One which will look as though it had cost a considerable amount. Unless you are a clever needlewoman, however, I should strongly advocate that your first attempt is not on the grey and silver, because silver or other metal fringe is never cheap.

Try This!

Probably you have always placed Vienna Bread in the same category as your boots and shoes; that is to say, you have regarded it as something which you must buy and never attempt to make. This certainly describes my own state of mind on the subject, until I came across a perfectly simple recipe for Vienna Bread some other day, which I will hereby pass on to you. You cannot fail if you just follow the instructions carefully. Ingredients first. You require: One pound of Vienna Flour (your baker will supply); also half an ounce of German yeast (baker again!); one teaspoonful of Castor Sugar, one egg, an ounce of butter and one gill of tepid milk.

The method is to cream the yeast and sugar very thoroughly; then add the butter and milk gradually, first warming the butter in a stewpan and adding the milk to it when lukewarm. Having passed the flour through a sieve, add this mixture of sugar, yeast, milk and butter to it and beat in the egg. You will now have your dough, which you will set to rise for an hour and a half in a warm

place, first covering it with a cloth. When the dough is well risen, thoroughly knead it and form into fancy twists and rolls. Place them on a floured baking sheet, and let them rise in a warm place for ten or fifteen minutes; then place them underneath the browning sheet in a quick oven. When the bread is nearly cooked, brush it over with milk, and return to the oven to finish off and glaze. It will be obvious that you must have some time at your disposal to make these fascinating and appetising little rolls; but the result is well worth the effort, and they work out very cheaply.

Is That So?

Our sketch this week is of Miss Isabel Jeans, another actress whose lot seems to have been cast on Vampire lines, although I believe she always sees herself playing very successfully in comedy. Whatever she may strike you as here, she is exceptionally beautiful to look at, having a tall, sinuous figure (can you wonder that they make her a "Vamp" for was a "Vamp" ever anything but tall and sinuous?); a deliberate, somewhat "slinky" walk; flawless features; a small, well-shaped head, adorned by dark, wavy, perfectly shingled hair which shouts the hairdresser's art; flashing eyes, and a drawing, insinuating voice. I remember her for fine performances in a play called "Cobra," wherein she was not only "vamp," but super-concentrated essence of that ilk, and in Ivor Novello's play, "The Rat," when she still had to shed temptation in a pink negligee trimmed with voluminous ostrich feathers. When Miss Fay Compton went to America for a rest, cure, and left that beautiful play "The Man with a Load of Mischief," it must be remembered that Miss Jeans took her place; and if she was a "Vamp" then, at least she was a human being, and not a product of the cinema era. Everyone by this time has heard of Noel Coward's play, "Easy Virtue," in which an American actress made such a hit as the heroine (incidentally, I must once again remark that "heroine" is becoming a most ridiculous term, inasmuch as the leading woman in these days is nearly always anything but a heroine in the generally accepted Victorian sense, when Virtue inevitably triumphed over Vice the next day, or within a satisfactorily short period). It has fallen to the lot of Miss Jeans to portray the "heroine," then in the film version of "Easy Virtue," and I hope you will all have an opportunity at some time or other of seeing the film, which is magnificent, and justifies Miss Jean's claim to be seriously considered as an exponent of parts which require more than ordinary sinuous "allure."



Miss Isabel Jeans.

OLD ENGLISH GLASS.

TO HOLD YOUR FLOWERS.

"There is a great demand for old glass vessels to use as flower vases," says a dealer who is an expert in old glass. "Here is a complete set of a dozen, which is unusual," and he pointed out a group of the slender, tapering glasses, that, filled with roses, were ranged on a long narrow dining-table. Another old piece that is being sold for flowers was a charming old punch goblet.

"Then the old syllabub glasses, or, as some people call them, jelly glasses, are used for the small spring flowers. They date from about 1780 to 1815, and this is a very set and rare with their curved rims."

The old Georgian goblets and old sugar basins out of the tea caddies

are also delightful for flowers and are much sought after, as well as the two-lipped finger glasses known to Americans as "rinsers." The latter are so wide that they need a glass block to support the flowers.

The cut-glass preserve jars on stems, that, filled with home-made preserves, graced the tables of our grandmothers and great-grandmothers, are also requisitioned as receptacles for shortstemmed roses. And some people are buying the cut-glass water bottles with narrow necks and having them cut down to make small bowls, an act of vandalism that almost brings tears to the eyes of the genuine lover of old glass, though one which is excusable where the neck is badly broken. If only the lip is chipped this can easily be remedied by having it ground down all round to make it level. In fact, many people do not know that old glass can be mended; lovely old glass that had been broken off at the foot was very strongly and almost invisibly mended with a little metal plate underneath.

CLEANING THE NEWER TYPE OF SHOE.

HOW TO TREAT THE DELICATE SKINS NOW USED.

The wide variety of shoe leathers produced within recent years naturally necessitates a large number of new shoe-cleaning materials. Consequently this need has involved a great deal of research work on the part of manufacturers of shoe polishes and fabric-shoe cleaners.

To Remove Stains.

For the popular lizard skins, either natural or dyed, a white shoe cream suffices, but for python, which has a dull and rougher surface, a non-inflammable spirit cleaner is used.

"This is the same cleaner that we sell for removing stains from beige or other delicate shades of satin and light-coloured glaze shoes," said a well-known manufacturer of shoe polishes.

Treatment of Metal Fabrics.

"For gold and silver kid shoes we make a special liquid cleaner which contains a certain amount of metal. For metal and coloured tinsel brocades we make a cleaner in the form of white powder. This is applied, with a soft brush to the shoe. The powder is so fine that it is not necessary to brush it out of the material again. It takes off the tarnish and disperses as it is applied.

For Hard-Court Tennis Shoes.

"Shoes of 'sunburn' canvas, a colour, almost the shade of a hard tennis court, and worn by hard-court players, also have a special cleaner. This is liquid and is the same colour as the shoe. We sell more liquid than solid cleaners for canvas shoes, because it is easier to apply and dries very quickly.

"There is little demand for suede cleaners for shoes, so we sell the cleaner we make to bag manufacturers.

A Kid that is Easily Damaged.

"Gunmetal kid, which has the somewhat iridescent finish of silk kid, should be dealt with very carefully. The finish is so easily damaged by friction, and, although good white cream can be used, usually wiping with a lamp cloth is all that is necessary."

Jewelled heels and buckles usually are cleaned by brushing with the white powder used for shoes of metal brocade. Naturally, the brush ought not to be too stiff or the stones may be dislodged.

Many of the straw and canvas shoes on the market clean very successfully, using only soft water and, if necessary, a soft nail brush. The soap should be pure and the water not too plentiful.

Some Shoe Fashions.

"Gunmetal leather shoes—these are really navy blue with a grey sheen—are selling very well," said a member of a well-known Bond-street firm. "We have now varieties in a similar leather in flesh colour."

Now that an alliance of two or more leathers is so frequent in women's shoes, more than one type of cleaner is necessary for many varieties, and great care has to be taken in applying each.

For instance, satin may be strapped with silver or gilt kid. Gilded leather and coloured silk and kid often are allied in evening shoes. Black satin and gold metal cloth fashion shoes with a patent composition heel, and shoes of pale coloured leather have strappings of reptile skins or kid of a darker or contrasting shade.

An Australian Invention.

Another firm of boot polish manufacturers make a preparation in the form of white liquid. This, an Australian invention, can be used on all leathers and also for shoes of Panama straw.

"We produce 5,000 gallons of this preparation daily," said a member of the firm, "and send supplies all over the world. One of our biggest markets for the preparation is Germany."

Ever-useful Black Satin.

The American fashion of wearing black satin shoes in the after-



A charming little dressing jacket in shell-pink silk, trimmed with pink rosebuds. It would be equally becoming in mauve or pale blue, and the rosebuds could be pink by way of contrast.

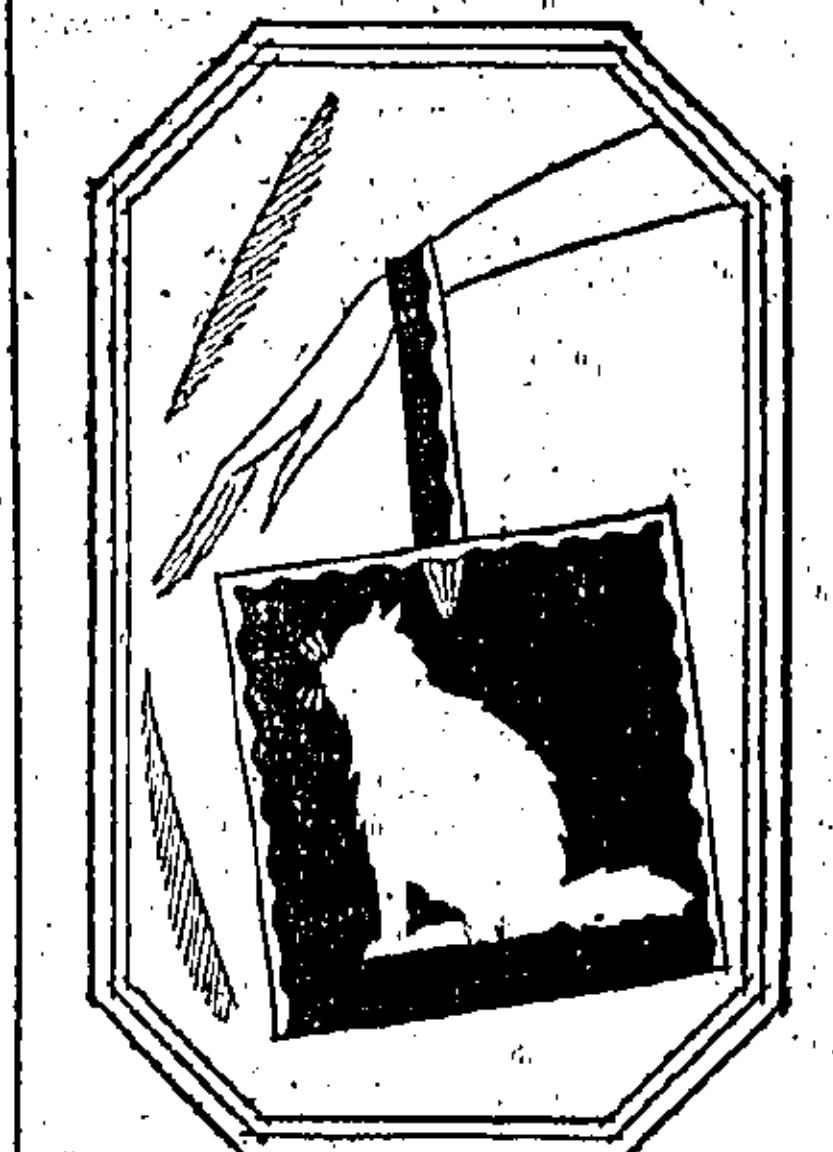
THE ART OF FLORAL DECORATIONS.

SCOPE FOR THE ARTISTIC WOMAN.

Flower decoration and arrangement has become a very high art and offers opportunities for a very pleasant as well as lucrative occupation to the woman with a strong sense of colour, good taste, artistic originality, and the sympathetic hands with which some women handle delicate blossoms so much more successfully than others.

Every prominent West-end florist employs experienced women whose work it is to go to house where flowers have been ordered for the decoration of rooms and tables. There, with suitable vases, cut flowers, cut blossoms and flowers and shrubs in pots at her command, the decorator plans some pretty scheme to delight guests at wedding reception, dinner party or dance.

APPLIQUED PUSSY.

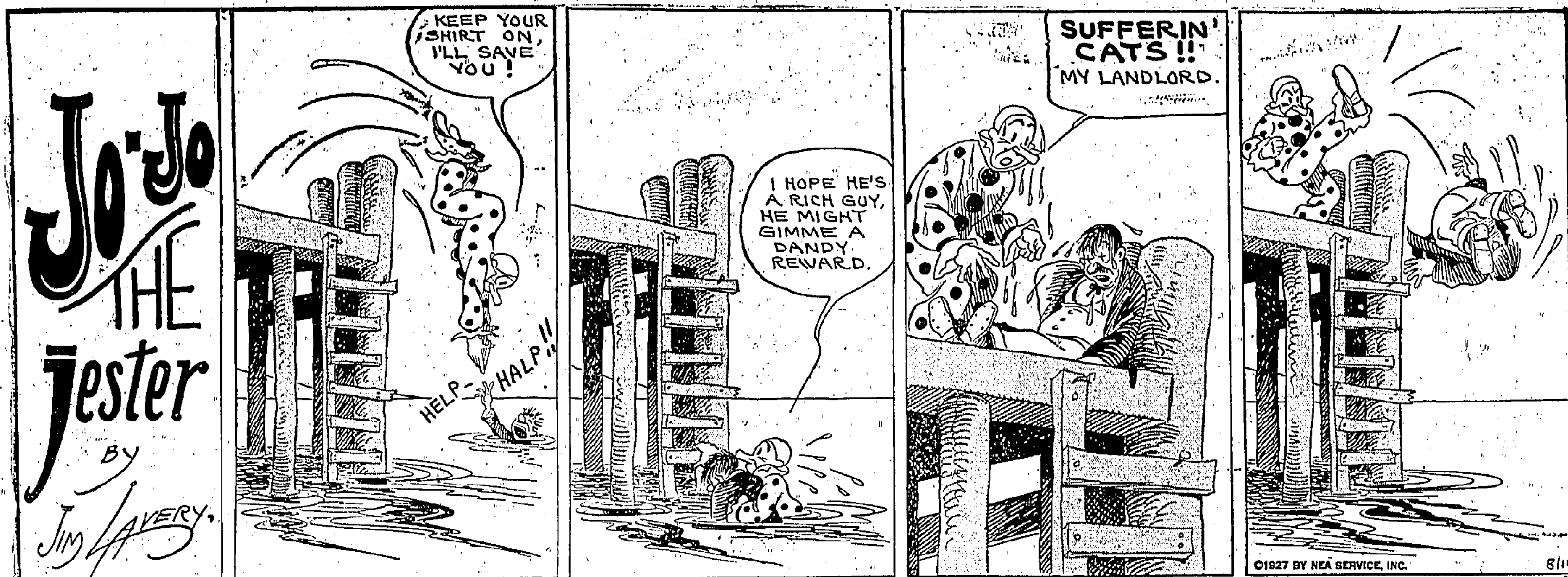


This beach of blue oilcloth has an appliqued white angora cat and white border.

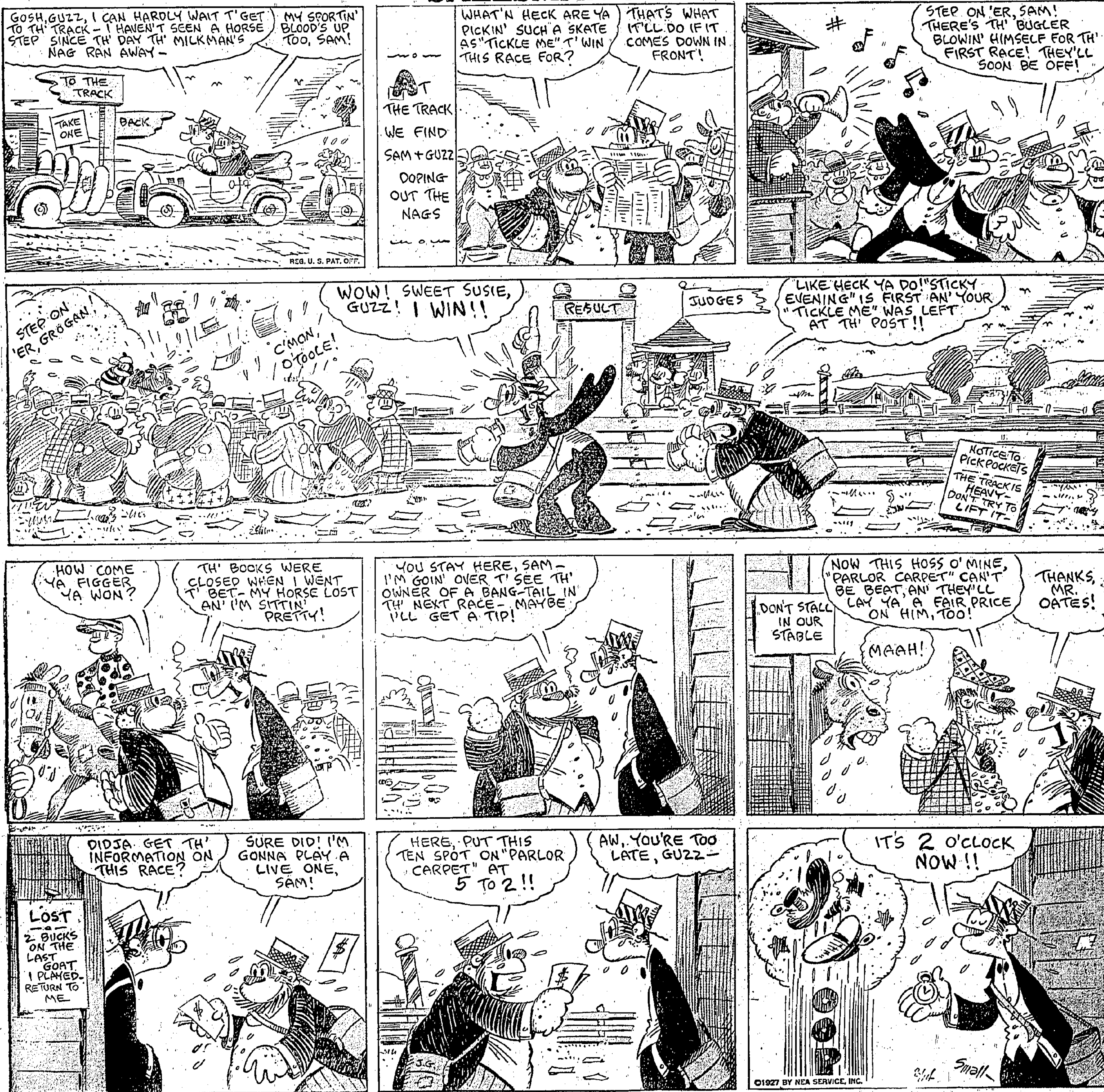
noon seems to have invaded Paris. A season or two ago a really chic Parisienne would have turned up her dainty nose at such an idea, would have dubbed it "provincial"; but the dance craze has wrought many changes. Nowadays it is usual for girls—their mothers, too—to arrive at a tea-dance dressed in fragile frocks of lace and chiffon—decorative shoes to match! Some women can "get away" with innovations of this kind, while others, less gifted or less adaptable, only succeed in looking what the French call *endimanchée*.

The Right Court Shoe to Choose.

For a black satin Court shoe to look its best it ought to be cut up high on the foot, otherwise it is apt to sprawl a little at the sides and make the foot appear wide. The heel, like all the best of its tribe just now, should be the slender Spanish heel, which is so much smarter than the waisted Louis varieties. In one of the newest shops in Regent-street, where only shoes, perfumes, and sports clothes are sold, all the shoes had Spanish heels, and there was available a varied selection of those fancy little tag ends which finish the laces in the Court-cum-laced type of shoe which Americans and Frenchwomen like so much.



SALESMAN SAM



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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
MOREA	10,953	3 Sept. noon	Marseilles & London
INOVARA	6,989	10th Sept.	Marseilles & London
KIDDERPORE	5,334	15th Sept.	Straits, Colombo & Bombay
*DEVANHA	8,155	17th Sept.	M's, L'don, A'werp & Hull
KHYBER	9,114	1st Oct.	M's, L'don, A'werp & Hull
NYANZA	7,023	12th Oct.	Straits, Colombo & Bombay
MALWA	10,986	15th Oct.	Marseilles & London
KASHMIR	8,985	29th Oct.	M's, L'don, A'werp & Hull
MACEDONIA	11,120	29th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London

*Calls at Port Sudan. Does not carry 2nd class passengers.
*Does not carry passengers.

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*TALAMBA	8,018	6th Sept.	S'pore, Penang & Calcutta
TALMA	10,000	12th Sept.	S'pore, Penang & Calcutta

*Calls at Rangoon.

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ST. ALBANS	4,500	30th Sept.	Manila, Sandakan, Thura
ARAFURA	6,000	28th Oct.	Island, Townsville, B'bane, Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Oboe, Kolambogan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHYBER	9,114	3 Sept. 10 a.m.	S'hai, Moji, Kobe & Yoko
ST. ALBANS	4,500	6th Sept.	Moji, Kobe, Osaka & Yok
TILAWA	10,006	6th Sept.	Amoy, S'hai, Moji, Kobe & Osaka
TAKIWA	7,936	15th Sept.	Amoy, Moji, Kobe & Yok
MALWA	10,986	16th Sept.	S'hai, Moji, Kobe & Yok
NYANZA	7,023	22nd Sept.	Shanghai, Moji & Kobe
KASHMIR	8,985	30th Sept.	S'hai, Moji, Kobe & Yok
ARAFURA	6,000	4th Oct.	Moji, Kobe, Osaka & Yok
MACEDONIA	11,120	15th Oct.	S'hai, Moji, Kobe & Yok
MONGOLIA	16,504	29th Oct.	S'hai, Moji, Kobe & Yok
TANDA	6,956	8th Nov.	Moji, Kobe, Osaka & Yok
MANTRA	10,946	12th Nov.	S'hai, Moji, Kobe & Yok
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yok

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents

P. & O. Bldg., Connaught Rd., C

GLEN LINE.

Fare Hongkong to London £82

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCY" (Via Oran) ... 21st Sept.

Motor Vessel "GLENLUCE" (Via Oran) ... 19th Oct.

Steamship "CARNARVONSHIRE" (Via Oran) 2nd Nov.

Motor Vessel "GLENLARA" (Via Oran) ... 30th Nov.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong

Motor Vessel "GLENLUCE" ... 8th Sept.

Steamship "CARNARVONSHIRE" ... 18th Sept.

Motor Vessel "GLENBEG" ... 29th Sept.

Motor Vessel "GLENLARA" ... 18th Oct.

Steamship "CARNARVONSHIRE" ... 27th Oct.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF EVANSVILLE" via Suez Canal 8th Sept.

S.S. "GLAUCUS" via Suez Canal 24th Sept.

S.S. "CITY OF BOMBAY" via Suez Canal 9th Oct.

S.S. "THESEUS" via Suez Canal 23rd Oct.

S.S. "CITY OF EASTBOURNE" via Suez Canal 6th Nov.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SALES BEING ON OR ABOUT
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TAIPING	6th September	13th September
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CHANGTE	11th October	18th October
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TAIPING	8th November	15th November
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CHANGTE	9th December	16th December
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For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

Tel. C. 31.

LOCAL WILLS.**GODOWN KEEPER'S INSTRUCTIONS TO FAMILY.**

Mr. W. Hamilton, late of Melbourn, Skelmore, Ayrshire, who died on March 28, 1927, at that address, left estate in Hongkong to the value of \$43,200; in Scotland \$124,731.15.9; in England \$158,185. 10. 9. His total estate abroad, including Hongkong, amounts to \$247,700 odd.

Mr. Hamilton's wife predeceased him, and there are no children.

A re-sealing of exemplification of testamentary of the will and three codicils, has been granted to Mr. G.G.N. Tinson, of Messrs. Johnson, Stokes and Master, the attorney of Mr. D. J. Lewis, who, in turn, is the attorney of Sir John Traill Cargill, Bart., 175 West George Street, Glasgow, and Mr. J. Cargill Thompson, solicitor, 190 St. Vincent Street, Glasgow, trustees and executors.

Chinese Will.

There are interesting comments in the will of Chan Shun-mov, alias Chan Tez-kau, late of Cha Yuen Village, Heung Shan district, Kwong Tung province, godown keeper, who died at that village on February 21, 1924.

Probate has been granted to his three concubines, Chan Li-shi, Chan Leung-shi, and Chan Tang-shi, living at 144 Wung Seng Street, second floor, Yaumati. Hongkong, estate amounts to \$600; but there is additional property elsewhere.

The will states: "My age has nearly reached half a century and there is no harm in my giving beforehand a few words of direction in case of any unexpected event happening. As to the money and property which will be left by me, such will be found sufficient to support my descendants. Indeed they need have no fear of being hungry and cold."

The will then makes provision for meals for the concubines out of the family fund, directing that each be entitled to draw an allowance of \$10 per month and adds:—

"In the event of any of them disobeying the family rules her allowance shall certainly be stopped and she shall be expelled from the family without leniency."

He directs that his two daughters shall receive an allowance of \$5 each per month for clothing expenses, and on their marriage each shall be allowed \$1,500 for her dowry. There is a stipulation that such an amount shall not be drawn beforehand.

Continuing, the will states:—"The most lamentable fact is the management of the household affairs. My first concubine, Li Shi, is very smart and suitable for managing the family affairs, but as her disposition is very strict and obstinate, it will be difficult for her to get along with the other members of the family in harmony. If I appoint someone else to take charge of the family affairs, then she will not be submissive. For this reason I cannot help worrying."

He solves this difficulty by directing that all three concubines manage the estate, and adds that the family expenses must be frugal.

so that his estate may be long enjoyed.

He continues, to speak of the desirability of adopting a son and recommends his nephew. With regard to this matter the will states that any of his concubines, whether she has any children of her own or not, shall not be allowed to have any adopted son with a view to sharing his property. Even a daughter shall not be allowed to adopt for this purpose. In the event of these instructions being disobeyed then the offending member shall be expelled from the family without leniency.

He makes provision to prevent the adopted son from squandering the estate and depriving the concubines of a living while they live, by directing that he shall not inherit until two brothers and the concubines are dead.

Woman's Estate.

Probate in respect of the will of So Siu-yue, alias Lo So-shi, late of 73 Wyndham Street, married woman, has been granted to her husband, Lo Sui-shan, of the same address, a broker.

She died on June 20, last year, leaving Hongkong estate to the value of \$3,500.

She bequeaths it to her husband and second daughter.

The first telephone conversation between Berlin and Buenos Aires (more than 7,000 miles in a direct line) took place recently in the presence of official representatives and experts of both nations. The conversation was completely successful.

CONSIGNEE NOTICE.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship "BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 23rd instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, September 2, 1927.



IT'S QUALITY THAT COUNTS

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	In Port	5th Sept	S'hai & K'lung
Tjipanas	Java, M's	4th Sept	6th Sept	Swatow & Saigon
Tjikembang	S'hai, K'lung	6th Sept	8th Sept	Batavia
Tjibodas	Java, M's	12th Sept	14th Sept	Amoy, N. China
Tjimanoek	N. China	12th Sept	14th Sept	M'kar & Java
Tjisaroa	Batavia	18th Sept	22nd Sept	S'hai & K'lung
Tjikarang	S'hai, K'lung	20th Sept	22nd Sept	Batavia
Tjikini	Java, M's	26th Sept	28th Sept	Amoy, N. China
Tjitaroen	N. China	26th Sept	28th Sept	Batavia
Tjisondari	Batavia	2nd Oct	6th Oct	S'hai & K'lung
Tjisaroa	S'hai, K'lung	4th Oct	6th Oct	Batavia
Tjisalak	Java, M's	10th Oct	12th Oct	Amoy & China
Tjibodas	N. China	10th Oct	12th Oct	M'kar & Java

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "KABINGA" ... London, Rotterdam, Hamburg & Leith ... 8th September.

S.S. "CITY OF PERTH" ... Havre, London & Glasgow ... 4th November.

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and VICE VERSA.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF EVANSVILLE" via Suez Canal ... 8th September.

S.S. "CITY OF BOMBAY" via Suez Canal ... 9th October.

S.S. "CITY OF EASTBOURNE" via Suez Canal ... 6th November.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "OLIVEBANK" ... via Suez Canal ... 27th September.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hongkong ... 25th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

THE BANK LINE, LTD.

Telephone Central 4791.

DODWELL & CO., LTD.**NEW YORK BERTH**

FOR NEW YORK & BOSTON via SUEZ

S.S. "BOLTON CASTLE" ... Sails on or about 15th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE & TRIESTE (FIUME) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... 227.10 0.

LONDON ... 230.0 0.

NEXT SAILINGS

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOI.

From Hongkong

M.V. "ESQUILINO" ... Sails hence on or about 15th Sept.

M.V. "ROMOLO" ... " " " " 13th Oct.

S.S. "VENEZIA" ... " " " " 10th Nov.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hongkong

S.S. "FIUME-L" ... Sails hence on or about 20th Sept.

M.V. "ESQUILINO" ... " " " " 18th Oct.

M.V. "ROMOLO" ... " " " " 15th Nov.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... Sails from Calcutta ... 3rd Sept.

S.S. "UMVOLOST" ... Sails from Calcutta ... 2nd Oct.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

**THROUGH BOOKING TO EUROPE AT REDUCED RATES.**

£120, £112, £110, £102, £93 via SAN FRANCISCO.

£440, £430 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

*Korea Maru ... Tuesday, 6th Sept. noon.

Shinyo Maru ... Tuesday, 20th Sept. noon.

Siberia Maru ... Tuesday, 4th Oct.

*Calls Los Angeles, Omitting Honolulu.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL

Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone. All Trams pass in front of
Hotel. Most Moderate Rates in the Colony.
Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.

(\$25 for thirty Tiffin Tickets can be had at the Office of
the above Hotel.)

TEA DANCES

MONDAYS, WEDNESDAYS & FRIDAYS

5 to 7 p.m.

Tel. Add Victoria.

Telephone C.373.

J. H. WITCHELL,

Manager.

HOTEL SAVOY

Famous for its Comfort, Conveni-
ence, Appointments and Cuisine.
You'll be proud to stay at the Savoy.

HOTEL METROPOLE. HOTEL BOA VISTA.

22, Ice House Street.

Macao.

UNDER THE SAME MANAGEMENT.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.

Cables KOWLOTEL, HONGKONG

H. J. WHITE

Manager

PALACE HOTEL

Tel. Kowloon No. 8.

Tel. Address "PALACE."

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Electric Light and Fans throughout.
Private Bath, Lounge, Bar and Billiard-rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables: —
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

American Express
Travelers Cheques

"Grey-blue" in color, these Cheques give travellers the fullest
protection against the loss or theft of their travel funds.
They are spendable and acceptable everywhere. For more
than 35 years travellers the world over have found personal
service and financial security through their use.

Issued in £10, £20, £50, £100, and
£5 and £10 denominations—bound in a small,
handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservations and itiner-
aries; or plan your cruise or tour through.

THE AMERICAN EXPRESS CO., INC.

4-A, Des Vaux Road, Central,
Hongkong.

Printed and Published for the Proprietor by FREDERICK
FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

OVER HUNDRED
KIDNAPPED.

(Continued from Page 1.)

tempts will be made to communi-
cate with the relatives of these
unfortunate people with a view
to extracting some sort of com-
pensation for their disappoint-
ment.

One remark thrown out by one
of the pirates was to the effect
that had the piracy yielded as much
as was anticipated by the leader of
the gang the kidnapping would not
have been necessary.

The cargo consisted of drugs
and salt fish. The whole of the
former was taken as loot by the
pirates but they ignored the salt
fish. What booty they received
from the passengers is not known,
but it is established that they did
not merely content themselves
with robbing passengers of their
money and jewellery. Clothing
was also taken and anything else
of the slightest value upon which
the pirates could lay their hands.

CAPTAIN'S REPORT.

Fifty Armed Men Board.

The report of Captain Morgan
dated September 2, states:—I have
to report that the s.s. Ko Chow left
Sam Shui yesterday at 4.30 p.m.
for Mowk. At 7 p.m. the Chief
Officer, (Mr. E. T. Evans) and my-
self had sat down to dinner when
some considerable commotion was
noticed outside. Almost simultane-
ously I heard a shot and at the
same moment two men appeared
at the door of the mess room in a
very excited and menacing man-
ner. The Chief Officer and myself
were hustled out of the mess room
away aft, down to the main deck,
where the passengers were being
driven.

A little later I noticed that the
ship was being turned round.

At about 9 p.m. the ship stopped
and anchored. Several junks and
sampans came alongside and about
50 more men, (mostly armed) came
on board and the ship was
thoroughly looted.

About 12 men comprised the
first attack.

The looting continued until 2.30
a.m. By this time the last of the
pirates had left, having threatened
the pilot if he did not take the ship
to Hongkong.

A start was made in that direc-
tion, the ship turning round for
Sam Shui at 3.30 a.m. and arriving
at 7.15 a.m.

Captain Morgan, interviewed
this morning, said that practically
all his personal belongings had
been taken, including his winter
clothing, a Waltham gold watch
and money, to the total value of
approximately \$800.

The pirates, he said, seemed to
be rather disappointed at the lack
of valuable plunder and became
very excited, dealing out extremely
rough treatment to the passengers
and crew. Mr. Evans, the Chief
Officer, was struck on the jaw with
sufficient force to break a tooth,
and Captain Morgan had the un-
pleasant experience of being
prodged with revolvers.

With regard to the killing of Mr.
Black, a reasonable reconstruction
seems to be that he was sitting
on his bunk reading, as it was
noticed when the body was last
seen that he was wearing both his
spectacles and his hat. It is
thought that the unfortunate officer
was killed instantaneously, as
when the Captain and Chief
Officer passed a few minutes after-
wards, under guard of the pirates,
he showed not a sign of life,
either by motion or sound.

Over 100 Kidnapped.
It is now practically established
that the pirates kidnapped over
100 of the passengers. Earlier re-
ports stated that this large num-
ber of people had been arrested by
the Sam Shui authorities. Practi-
cally the only Chinese left were
the crew, with the exception it is
believed of one quartermaster, the
fireman, and a number of coolies.
It would appear that when the
ship was seized, the pirates forced
the pilot to navigate the ship
through dangerous waters to Tai
Ping Shan, at a village called
Shekhi, where the anchor was
dropped and sampans came along-
side to take away the plunder.

The deceased officer was a
Mason, belonging to the Scottish
Constitution.
Looting continued until the
steamer arrived at Tai Ping Shan
about nine o'clock on Friday morn-
ing. Here, anchor was dropped
and numerous sampans set out
from the shore to the steamer.
This was apparently according to
pre-arranged plan.

When the pirates left, and the
two officers were able to see what
had happened, they discovered
that all the cargo, which was
general, had been taken away.

Officers' Losses.
"Everything has gone," said Mr.
Evans. He explained that every-
thing that was worth taking had
been taken, and the officers' quar-
ters had also been looted. He
himself lost goods to the value
of \$600, including \$250 in cash.
The Captain and Chief Engineer
also lost all their money and
valuables.
It was discovered that the crew
and firemen had been unmolested
so that they were able to navi-

COMING TO THE LEE THEATRE.



Miss Ismailova, Classical dancer with the Oriental Strolling
Players to appear during the season commencing September 13th.

HOW MUCH DO YOU KNOW?

The following are the replies to
yesterday's questions:—

1. Encroaching plants growing on rocks, walls,
and trees, sometimes filling close, sometimes
rising like twisted leaves, sometimes branching
like miniature shrubs. They are dual plants,
arising from a beneficial partnership between
an algae (an aquatic plant) with chlorophyll
and a fungus. 2. There are several different
forms of this formidable disease, but all are
due to the microscopic animal, plasmodium,
introduced into man by the bite of a mosquito,
which has previously bitten a malarial patient.
3. Man's blood the intruders destroy the red
blood corpuscles. 4. The dapple-winged mos-
quito carrier is still with us, but its numbers
have been greatly reduced by the drainage of
swampy places. The disease waned as infec-
tion became less frequent and medical science
improved. 5. Darwin showed that the red
clover is pollinated by humble-bees. Field
voles ransack the roots of humble-bees, and
devour the grubs; thus the more field voles,
the fewer humble-bees. Cuts kill the field
voles, though not usually eating them. Thus
the more cuts the fewer field voles, the more
humble-bees, and the better next year's crop
of red clover. 6. Ferments or enzymes aid
chemical reactions, without being themselves
used up. The nature of their accelerative
action remains obscure. 7. An egg-cell,
developed without being fertilized by a sperm-
cell. 8. The maximum well-recorded length
of a giraffe is about two metres, the greatest
depth attained about ten fathoms. 9. True
mummy wheat is always dead, but altered
mummy wheat may sprout. No doubt some
seeds of plants may sprout after lying dry for
four-score years; but every careful experiment
with non-faked mummy wheat has yielded a
negative result. 10. In almost all animals from
sponges to man there are wandering amoeboid
cells in the body, which are able to engulf and
digest intruding microbes. They also help to
mend wounds, to transport material from one
part of the body to another, and in rearrange-
ments like those involved in the tadpole's
change into a frog. In higher animals the
characters are specialized while blood corpus-
cles, but they are also able to pass through
the walls of the blood-vessels into surrounding
tissues, where they form a bodyguard during
invasion. 11. The structure of matter pos-
sessed by the atoms or molecules of a sub-
stance. Temperature, a measure of the degree
of heat depends on the rate at which the
particles are moving. 12. In some cases, in
man and animals one egg-cell develops into
two embryos, and these develop into practi-
cally indistinguishable twins. They are always
of the same sex. When two separate egg-cells
develop simultaneously they develop into ordi-
nary twins, that may be dissimilar, and are
often of different sex. 13. It has been shown
by careful experiment that a bee master in
his own fashion topography of the region
in the vicinity of the hive. It takes its bear-
ings on its first flight with deliberate care, and
gradually extends its range.

Berthed After Midnight.

According to early reports, the
Kochow should have arrived at
0 p.m. but Police officers and
journalists were in attendance
well before the scheduled hour.
They were doomed to a long wait
for it was not until 12.30 a.m. that
the Kochow eventually berthed.
Mr. Booth of the C.I.D., accom-
panied by a number of officers
from Headquarters first boarded
the ship and conducted an investi-
gation. Subsequent to official
statements having been made, Press
representatives were allowed on
board and it was then possible to
obtain definite details of the out-
rage.

Unwanted Dead Box.

There were few spectators on
the wharf when the ship arrived.
Revenue and Police searchers were
wrapped in slumber, while a few
vagrant rich men held on at the
wharf end hoping against hope for
a late fare. No passengers dis-
embarked there were none, they
having been taken off the boat en
masse by the San Shui authorities.
The Police and Press had made
their own arrangements and there
was no "audience" to witness the
return of the pirated vessel.

Shortly after berthing, a dead
box was brought along for the re-
moval of the body of Mr. Black,
there having been no official in-
formation that his body had been dis-
posed of by the pirates as was
learned later, by the stamp ex-
pendent of throwing it overboard.

LEADERS IN THE COUNTY CHAMPIONSHIP.

Team	Matches played	W.	L.	Won	Lost	No. 1st result	Pts.	Pts. obt.	Per cent.
Lancashire	28	10	1	11	5	1	224	154	68.75
Nottingham	28	12	3	8	4	1	224	162	67.85
Yorkshire	27	10	3	5	6	3	210	135	62.54

These are followed by Kent with a percentage of 62.01, Derby-
shire with 61.87 and Surrey 60.79. Glamorgan comes 18th, with
35.11, and Worcestershire is seventeenth and last with 18.51.—*Reuter.*

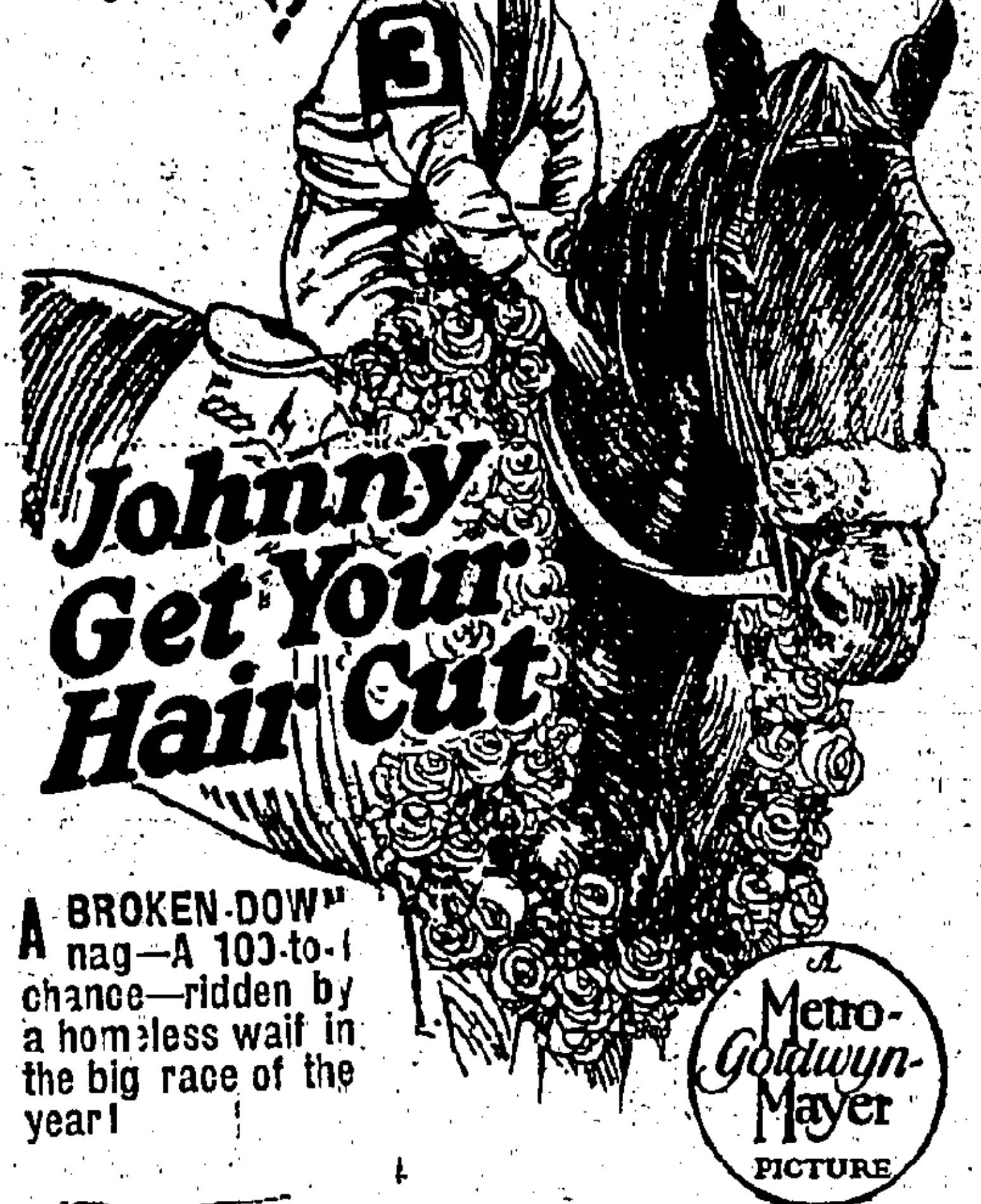
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